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No. 14] NEW DELHI, SATURDAY, APRIL 2, 1955

NOTICE

The undermentioned Gazettes of India Extraordinary were published upto the 3rd March 1955:—

Issue No.	No. and date	Issued by	Subject
89	S. R. O. 611, dated the 19th March 1955.	Delimitation Commission, India.	Corrections made in the Final Order No. 17, dated the 22nd September 1954 (S. R. O. 3073). ¹
90	S. R. O. 612, dated the 21st March 1955.	Ministry of Finance (Revenue Division).	Exemption of sewing machines from the whole excise duty.
	S. R. O. 613, dated the 21st March 1955.	Ditto.	Exemption of cotton fabrics made of yarn not exceeding 35s from certain amount of excise duty.
91	S. R. O. 614, dated the 14th March 1955.	Election Commission, India.	Civil Rule No. 126 ² of 1953.
92	S. R. O. 615 and S. R. O. 616, dated the 21st March 1955.	Ministry of Law.	Appointment and conditions of service of the Chief Election Commissioner.
93	S. R. O. 617, dated the 21st March 1955.	Delimitation Commission, India.	Corrections made in the Final Order No. 18, dated the 2nd September 1954 (S. R. O. 3118).
94	S. R. O. 618, dated the 22nd March 1955.	Ministry of Home Affairs.	Amendment made in the notification No. S. R. O. 954, dated the 23rd March 1954.
95	S. R. O. 619, dated the 22nd March 1955.	Delimitation Commission, India.	Correction made in the Final Order No. 22, dated the 2nd February, 1955 (S. R. O. 287).
96	S. R. O. 620, dated the 23rd March 1955.	Ministry of Finance (Revenue Division).	Exemption of cotton fabrics made of yarn less than 35s from excise duty in supersession of notification No. 9—Central Excises, dated the 21st March 1955.

Copies of the Gazettes Extraordinary mentioned above will be supplied on indent to the Manager of Publications, Civil Lines, Delhi. Indents should be submitted so as to reach the Manager within ten days of the date of issue of these Gazettes.

PART II—Section 3

Statutory Rules and Orders issued by the Ministries of the Government of India (other than the Ministry of Defence) and Central Authorities (other than the Chief Commissioners).

MINISTRY OF HOME AFFAIRS

New Delhi, the 24th March 1955

S.R.O. 667.—In exercise of the powers conferred by Section 27 of the Indian Arms Act, 1878 (XI of 1878) the Central Government is pleased to exempt the National Army of Nepal moving shortly to Doli Gonda through the States of Bihar and Uttar Pradesh, from Raxaul to Tanakpur station, from all prohibitions and directions contained in the said Act in respect of 9 (Nine) Rifles Mark 3, Arsenal Nos. 84, 96741, 2432, 4275, 8830, 26517, 27579 and 27461 and 810 (eight hundred and ten) rounds of ammunition.

[No. 9/22/55-Police(IV).]

C. P. S. MENON, Under Secy.

New Delhi, the 26th March 1955

S.R.O. 668.—In pursuance of clause (1) of article 239 of the Constitution, the President hereby directs that subject to his control and until further orders the Chief Commissioners of the States of Tripura and Kutch and the Lieutenant Governor of the State of Vindhya Pradesh shall within their respective State exercise the powers, and discharge the functions of the State Government under the Muslim Wakfs Act, 1954 (XXIX of 1954).

[No. F.1(95)-J/54.]

K. B. MANDLEKAR, Under Secy.

New Delhi, the 29th March 1955

S.R.O. 669.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, read with articles 313 and 372 thereof and paragraph 19 of the Adaptation of Laws Order, 1950, the President hereby directs that the following further amendments shall be made in the notification of the Government of India in the late Home Department No. F.9/2/33-Ests., dated the 9th January, 1934, namely:—

In the Schedule to the said notification under the heading "Ministry of Rehabilitation" and after the sub-heading 'Office of the Custodian General of Evacuee Property' and the entries thereunder, the following sub-heading and the entries shall be inserted, namely:—

Office of the Chief Settlement Commissioner, Delhi

Class II	Deputy Secretary	Deputy Secretary	(i) to (v)
		Joint Secretary	All

Offices of Regional Settlement Commissioners /Settlement Officers Assistant Settlement Officers

Class II	Deputy Secretary	Deputy Secretary	(i) to (v)
		Joint Secretary	All

Offices of the Superintending Valuation Officer (Urban) and Valuation Officers

Class II	Deputy Secretary	Deputy Secretary	(i) to (v)
		Joint Secretary	All

[No. 7/7/55-Ests(A)-I.]

S.R.O. 670.—In exercise of the powers conferred by the proviso to article 309 of the Constitution, read with articles 313 and 372 thereof and paragraph 19 of the Adaptation of Laws Order, 1950, the President hereby directs that the following further amendments shall be made in the rules published with the notification of the Government of India in the late Home Department No. F.9-19/30-Ests., dated the 27th February, 1932, namely:—

In the Schedule to the said Rules, under the heading "Ministry of Rehabilitation", sub-heading "Office of the Chief Settlement Commissioner New Delhi" and "offices of Regional Settlement Commissioners", for the entries relating to Class III and IV the following entries shall be substituted, namely:—

Office of Chief Settlement Commissioner, Delhi

Class III	Settlement Commis-	Settlement Commis-	All Joint Secretary
and IV.	sioner (Administration)	sioner (Administration)	

Offices of Regional Settlement Commissioners/ Settlement Officers/ Assistant Settlement Officers

Class III	Regional Settlement	Regional Settlement	All Joint Secretary
and IV.	Commissioner	Commissioner	

Offices of the Superintending Valuation Officer (Urban/ and Valuation Officers

Class III	Superintending Valua-	Superintending Valua-	(i) to (v) Joint
and IV.	tion Officer (Urban)	tion Officer (Urban)	Secretary
		Settlement Commis-	All
		sioner (Administration)	„

[No. 7/7/55-Ests(A)-II.]

S. P. MAHNA, Under Secy.

MINISTRY OF FINANCE

New Delhi, the 15th March 1955

S.R.O. 671.—In exercise of the powers conferred by the proviso to article 309, and in relation to persons serving in the Indian Audit and Accounts Department, also by clause (5) of article 148 of the Constitution, read with articles 313 and 372 thereof and paragraph 19 of the Adaptation of Laws Order, 1950, the President, after consultation with the Comptroller and Auditor General as regards the persons referred to above, hereby directs that the following further amendment shall be made in the Fundamental Rules, namely:—

In the said Rules in Note 2 below clause (d) of rule 14 for the word 'or' after the words brackets and letter "clause (a)", the words 'but not under clause' shall be substituted.

[No. F.11(2)-Est.IV/54.]

K. S. GANAPATI, Dy. Secy.

(Department of Economic Affairs)

New Delhi, the 24th March 1955

S.R.O. 672.—In exercise of the powers conferred by section 53 of the Banking Companies Act, 1949 (X of 1949), the Central Government, on the recommendation of the Reserve Bank of India, hereby declares that the provisions of clause (i) of section 12 of the said Act shall not apply, up to and including the 31st day of March, 1956, to

- (i) the Martandam Commercial Bank Ltd., Martandam;
- (ii) the Bank of New India Ltd., Trivandrum;
- (iii) the South Indian National Bank Ltd., Mavelikara; and
- (iv) the United India Bank Ltd., Chengannur.

[No. F.4(37)-F. I/55.]

New Delhi, the 25th March 1955

S.R.O. 673.—In exercise of the powers conferred by section 53 of the Banking Companies Act, 1949 (X of 1949), and rule 16 of the Banking Companies Rules, 1949, the Central Government, on the recommendation of the Reserve Bank of India,

hereby declares that in the case of the Morvi Mercantile Bank Ltd., the provisions of sections 18 and 24 of the said Act shall not apply up to and including the 31st March, 1956, and that the provisions of section 31 of the said Act and rule 15 of the said Rules shall not apply in so far as such provisions relate to the publication in a newspaper of its balance sheet and profit and loss account for the period ended the 31st December, 1954, together with the auditors' report thereon.

[No. F. 4(40)-F.I./55.]

N. C. SEN GUPTA, Dy. Secy.

MINISTRY OF FINANCE (REVENUE DIVISION)

CENTRAL EXCISE

New Delhi, the 28th March 1955

S.R.O. 674.—In exercise of the powers conferred by sub-rule (1) of rule 8 of the Central Excise Rules, 1944, as in force in India and as applied to the State of Pondicherry, the Central Government hereby exempts with effect from the 1st day of March, 1955, cigarettes specified in item No. 9 II(2) of the First Schedule to the Central Excises and Salt Act, 1944 (I of 1944), as in force in India and as applied to the State of Pondicherry, from the whole of the surcharge leviable thereon under section 10 of the Finance Act, 1954 (17 of 1954), as in force in India and as applied to the State of Pondicherry.

[No. 12.]

W. SALDANHA, Dy. Secy.

CUSTOMS

New Delhi, the 2nd April 1955

S.R.O. 675.—In exercise of the powers conferred by sub-section (3) of section 43B of the Sea Customs Act, 1878 (VIII of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby makes the following rules, the same having been previously published as required by sub-section (3) of the said section, namely:—

THE CUSTOMS DUTIES DRAWBACK (CIGARETTES) RULES, 1955

1. *Short title.*—These rules may be called the Customs Duties Drawback (Cigarettes) Rules, 1955.

2. *Definitions.*—In these rules, unless the context otherwise requires—

- (a) the 'Act' means the Sea Customs Act, 1878 (VIII of 1878);
- (b) 'Cigarettes' mean cigarettes manufactured in India or the State of Pondicherry by a registered manufacturer, with tobacco wholly foreign or tobaccos partly foreign and partly indigenous;
- (c) 'foreign tobacco', with its grammatical variations, means tobacco grown in any country outside India or the State of Pondicherry (other than Pakistan and Burma) and imported into India or the State of Pondicherry on payment of duty as unmanufactured tobacco;
- (d) 'registered manufacturer' means a manufacturer of Cigarettes who is registered under rule 5 for the purpose of these rules; and
- (e) 'section' means any section of the Act.

3. *Cigarettes in respect of which drawback may be paid.*—Subject to the provisions of the Act and these rules, a drawback shall be paid in the case of cigarettes manufactured in India or the State of Pondicherry by a registered manufacturer and exported or shipped as stores for use on board a ship proceeding to a foreign port by such registered manufacturer, in respect of foreign tobacco used in the manufacture of such cigarettes.

4. *Period for which drawback is permissible.*—A drawback under these rules shall be allowed for the period during which a notification in respect of cigarettes is in force under sub-section (1) of section 43B.

5. *Registration of manufacturers.*—(1) A drawback permissible under these rules shall apply only in respect of cigarettes manufactured by a person registered under, and for the purposes of, these rules by a Chief Customs Officer,

authorised in this behalf by the Chief Customs Authority (hereinafter referred to as the authorised Chief Customs Officer).

(2) An application for registration shall be made by a manufacturer to the authorised Chief Customs Officer, furnishing particulars of—

- (i) the different brands of cigarettes in respect of which registration is desired,
- (ii) the net weight of indigenous tobacco and of foreign tobacco used in one thousand cigarettes of every such brand, and
- (iii) such other information as the authorised Chief Customs Officer may require for the purposes of these rules.

(3) the authorised Chief Customs Officer may, if he is satisfied that the provisions of these rules have been complied with, register the applicant as a registered manufacturer.

(4) Subsequent to such registration, a registered manufacturer shall not alter the quantity of foreign tobacco or the proportion of foreign and indigenous tobaccoes in any of the brands of cigarettes in respect of which he is registered, except with the prior approval of the authorised Chief Customs Officer.

(5) Any registered manufacturer contravening the provisions of the last preceding sub-rule shall render himself liable to have his registration cancelled without prejudice to any other penalty to which he may be subject under the Act and these rules.

6. *Manner of allowing drawback.*—A drawback shall be allowed on the shipment of cigarettes by a registered manufacturer, subject to the following conditions, namely—

- (1) (a) that the registered manufacturer shall make a declaration on the relative shipping bill—
 - (i) that a claim for the drawback under section 43B is being made, and
 - (ii) that the quantity of foreign tobacco or the proportion of foreign and indigenous tobaccoes in any of the brands of cigarettes tendered for export has not been altered, subsequent to registration, except under, and in accordance with, sub-rule (4) of rule 5; and
- (b) the registered manufacturer shall, in the shipping bill, furnish, in addition to the particulars required under section 29, such additional particulars as may, in the opinion of the Customs Collector, be necessary for the purposes of these rules and, in particular, the Customs Collector may require such additional information in respect of the following matters, namely—
 - (i) the different brands of cigarettes,
 - (ii) the number of cigarettes,
 - (iii) the net weight of the cigarettes,
 - (iv) the net weights of total tobacco and of foreign tobacco in such cigarettes, in respect of every such brand, and
 - (v) the registration number.

(2) The declaration by the registered manufacturer of the quantity of foreign tobacco or the proportion of foreign and Indian tobaccoes in the cigarettes tendered for export shall be checked and verified by one or more officers of Central Excise attached to the factory in which cigarettes are manufactured, or by such other officer of Customs or Central Excise as may be empowered in this behalf by the authorised Chief Customs Officer.

7. *Rate of drawback.*—Where the Customs Collector is satisfied that the claim for a drawback is established under those rules, such drawbacks shall be paid at the rate of rupees eight, annas nine and pies nine per pound of foreign tobacco contained in the cigarettes shipped.

8. *Powers of Customs Collector.*—For the purposes of enforcing these rules, the authorised Chief Customs Officer or the Customs Collector may require the registered manufacturer to produce any books of accounts or other documents of whatever nature relating to the foreign tobacco used in the manufacture of the cigarettes shipped or entered for shipment under claim for drawback.

9. *Access to manufactory.*—A registered manufacturer shall be bound to give access to an officer of the Central Government authorised in this behalf by the authorised Chief Customs Officer to inspect the processes of manufacture and to verify by actual check or otherwise the statements made in support of the claim for drawback.

S.R.O. 676.—In exercise of the powers conferred by sub-section (1) of section 43B of the Sea Customs Act, 1878 (VIII of 1878), as in force in India and as applied to the State of Pondicherry, the Central Government hereby directs that a drawback shall be allowed in accordance with, and subject to, the provisions of the said section and any rules made thereunder in respect of all duty-paid foreign tobacco (other than that of Pakistan and Burma origin) used in the manufacture of cigarettes, where such cigarettes are manufactured in, and exported from India or the State of Pondicherry or shipped as stores on board a ship proceeding to foreign port.

[No. 54.]

JASJIT SINGH, Dy. Secy.

CENTRAL BOARD OF REVENUE

INCOME-TAX

New Delhi, the 23rd March 1955

S.R.O. 677[55/31/55-IT].—In pursuance of sub-section (2) of section 5 of the Indian Income-tax Act, 1922 (XI of 1922), and in partial modification of its notification S.R.O. 1277 [No. 20—Income-tax], dated the 10th April 1954, the Central Board of Revenue directs that Shri M. Roy Mitter, who has been appointed by the Central Government to be a Commissioner of Income-tax, shall perform all the functions of a Commissioner of Income-tax in respect of such areas or of such persons or classes of persons or of such incomes or classes of incomes as are comprised in the following Income-tax Circles and Districts in the State of West Bengal; namely:—

Companies District II

Companies District IV

Non-Companies (Income-tax Cum Excess Profits Tax) District II

District I(1)

District I(2)

District II(1)

District III(2)

District IV(1)

District IV(2)

District IV(3)

District V

Railway and Miscellaneous Salaries Circle

District V-A

Special Survey Circles I, II, III, IV and V:

Provided that he shall also perform his functions in respect of such persons or such cases as have been or may be assigned by the Central Board of Revenue to any Income-tax Authority subordinate to him:

Provided further that he shall not perform his functions in respect of such persons or such cases as have been or may be assigned to any Income-tax Authority outside his jurisdictional areas.

While exercising the said functions, the said Shri Roy Mitter shall be designated as Commissioner of Income-tax, Calcutta.

This notification shall be deemed to have taken effect from the 1st day of March 1955.

[No. 17.]

S.R.O. 678[50/63/54-I.T.1].—In pursuance of sub-section (4) of Section 5 of the Indian Income-tax Act, 1922 (XI of 1922), the Central Board of Revenue directs that the following further amendments shall be made in its notification No. 32—Income-tax, dated the 9th November, 1946 namely:—

In the schedule appended to the said Notification under the sub-head 'II Bombay City', against the Bombay Range 'B', the following Income-tax Circles shall be added, namely:—

Central Circle I-A, Bombay.

Central Circle I-B, Bombay.
Central Circle I-C, Bombay.
Central Circle II-A, Bombay.
Central Circle II-B, Bombay.
Central Circle II-C, Bombay.
Central Circle II-D, Bombay,
Central Circle II-E, Bombay.

[No. 18.]

K. B. DEB, Under Secy.

CUSTOMS

New Delhi, the 2nd April 1955

S.R.O. 679.—In exercise of the powers conferred by sub-section (1) of section 3 of the Land Customs Act, 1924 (XIX of 1924), read with the notification of the Government of India in the late Finance Department (Central Revenues) No. 5944, dated the 13th December, 1924, the Central Board of Revenue hereby directs that the following amendment shall be made in its notification No. 110-Customs, dated 10th September, 1954, namely:—

In the Schedule to the said notification, for the entries under the heading (b), the following entries shall be substituted, namely:—

- 1. Commandant ... (District Superintendent of Police),
- 2. Assistant Commandant } (Assistant Superintendent of Police or
- 3. Adjutant ... } Deputy Superintendent of Police),
- 4. Battalion Commander ... (Inspector of Police),
- 5. Company Commander. (Sub-Inspector of Police),
- 6. Platoon Commander ... } (Head Constable), and
- 7. Section Commander ... }
- 8. Constable". ...

[No. 55.]

W. SALDANHA, Secy.

MINISTRY OF COMMERCE AND INDUSTRY

TRADE MARKS

New Delhi, the 23rd March 1955

S.R.O. 680.—In pursuance of sub-rule (3) of rule 138 of the Trade Marks Rules, 1942, it is hereby notified that in exercise of the powers conferred by sub-rule (2) of the said rule the Central Government has removed from the Agents' Register the name of Mr. Vivian Edward DePenning deceased.

[No. 5(8)-TM&P(TM)/55.]

PATENTS & DESIGNS

New Delhi, the 23rd March 1955

S.R.O. 681.—In exercise of the powers conferred by section 72 of the Indian Patents and Designs Act, 1911 (II of 1911), the Central Government hereby appoints the following authorities for the purposes of said section, namely:—

- (1) The State Government of Madhya Pradesh.
- (2) The State Government of Orissa.
- (3) The Registrar, Andhra University, Waltair.
- (4) The Registrar, University of Delhi, Delhi.
- (5) The Director, Sheila Dhar Institute of Soil Science, University of Allahabad, Allahabad.

- (6) The Director, Central Research Institute, Trivandrum, University of Travancore, Trivandrum.
- (7) The Director, National Botanical Gardens, Lucknow.
- (8) The Director, Department of Chemical Technology, Matunga, Bombay.
- (9) The Director, Central Salt Research Institute, Bhavnagar.
- (10) The Director, National Metallurgical Laboratory, Jamshedpur.
- (11) The Director, Central Drug Research Institute, Lucknow.
- (12) The Director, Central Leather Research Institute, Madras.
- (13) The Director, Central Glass and Ceramic Research Institute, Calcutta.
- (14) The Director, Central Electro-Chemical Research Institute, Karaikudi.
- (15) The Principal, Bengal Engineering College, Howrah.
- (16) The Director, Shri Ram Institute for Industrial Research, Delhi.
- (17) The Director, Nutrition Research Laboratories, Indian Council of Medical Research, Coonoor (South India).
- (18) The Registrar, Annamalai University, Annamalainagar, Madras State.

[No. 58(2) T.M.&P/51.]

K. N. SHENOY, Dy. Secy.

(Indian Standards Institution)

Delhi, the 28th March 1955

S.R.O. 682—In pursuance of sub-regulations (2) and (3) of regulation 3 the Indian Standards Institution (Certification Marks) Regulations, 1955, the Indian Standards Institution hereby notifies that the Indian Standards, particulars of which are given in the Schedule hereto annexed, have been established during the period 17 March 1955 to 26 March 1955.

THE SCHEDULE

Sl. No.	No. and title of the Indian Standards established	No. and title of the Indian Standard or Standards, if any, superseded by the new Indian Standard	Brief particulars.
1.	IS : 533-1954 Specification for Gum Spirit of Turpentine (Oil of Turpentine) (Temporary)	..	This standard prescribes requirements and methods of test for two grades of Gum Spirit of Turpentine (Oil of Turpentine) used in pharmaceutical preparations, perfumery, paint and varnish industries. (Price Rs. 1/8/-.)
2.	IS: 336-1954 Specification for Ether (a) Solvent, and (b) Anaesthetic.	..	This standard prescribes the requirement and methods of sampling and test for two grades of Ether, namely (a) Solvent and (b) Anaesthetic. (Price Rs. 2/-.)
3.	IS: 577-1954 Specification for Upholstery Leather.	..	This standard is one of a series of Indian Standards on leather and leather goods. It prescribes requirements for Upholstery Leather. (Price Re. 1/-.)
4.	IS: 490-1954 Specification for Vaccine Phials.	..	This standard prescribes the requirements and the methods of sampling and test for Vaccine Phials used for the packing of vaccines and other pharmaceuticals and biological preparations. Requirements for rubber caps used for sealing vaccine phials are not included. (Price Re. 1/-.)

Copies of all these standards are available for sale with the Secretary (Administration), Indian Standards Institution, 19, University Road, Delhi-8.

LAL C. VERMAN, Director,
Indian Standards Institution.

[No. MDC/11 (4)]
S. A. TECKCHANDANI, Under Secretary

New Delhi, the 29th March 1955

S.R.O. 683.—In exercise of the powers conferred by section 6 of the Indian Power Alcohol Act, 1948 (XXII of 1948), the Central Government hereby directs that in the areas in the States of Punjab and Himachal Pradesh specified in the notification of the Government of India in the Ministry of Commerce and Industry, S.R.O. No. 2826, dated the 30th August 1954, no petrol shall be sold or kept for sale except with an admixture of power alcohol in the proportion of 15 parts by volume of power alcohol to 85 parts by volume of petrol.

[No. Chem. Ind.33(1)/54.]

S.R.O. 684.—In exercise of the powers conferred by section 6 of the Indian Power Alcohol Act, 1948 (XXII of 1948), the Central Government hereby directs that in the areas in the State of Punjab specified in the notification of the Government of India, in the Ministry of Commerce and Industry, S.R.O. No. 265, dated the 19th January 1955, no petrol shall be sold or kept for sale, except with an admixture of power alcohol in the proportion of 15 parts by volume of power alcohol to 85 parts by volume of petrol.

[No. Chem. Ind.33(1)/54.]

M. C. MISRA, Under Secy.

ORDER

New Delhi, the 24th March 1955

S.R.O. 685[DCPR/1].—In pursuance of clause (c) of Rule 2 of the Development Councils (Procedural) Rules, 1952, the Central Government hereby appoints Dr. B. Shah, an Officer on Special Duty in the Ministry of Commerce and Industry as Secretary to the Development Council established by the Order of the Government of India in the Ministry of Commerce & Industry S.R.O. No. 473, dated the 24th February, 1955, for the Scheduled industry engaged in the manufacture and production of Pharmaceuticals and drugs, with effect from the 24th February, 1955.

[No. 5(15)IA(G)/54.]

P. S. SUNDARAM, Under Secy.

MINISTRY OF FOOD AND AGRICULTURE

New Delhi, the 24th March 1955

S.R.O. 686.—In exercise of the powers conferred by Section 17 of the Indian Oilseeds Committee Act, 1946 (IX of 1946), the Central Government hereby makes the following amendment in the Indian Central Oilseeds Committee Rules, 1947, the same having been previously published as required by sub-section (1) of the said section, namely:—

For sub-rule (2) of Rule 20 of the said Rules, the following sub-rule shall be substituted, namely:—

“2. A member of the Committee who is not in the service of the Government shall be entitled to draw in respect of any journey performed by him for the purpose of attending a meeting of the Committee or of a duly constituted Sub-Committee thereof, such travelling and halting allowances as would be admissible in respect of such journeys to Government servants of the first grade serving under the Central Government”.

[No. F.5-74/54-Com-I.]

New Delhi, the 25th March 1955

S.R.O. 687.—Shri K. Gopalan, Secretary, Indian Central Coconut Committee, Ernakulam, was granted earned leave for ten days with effect from the 28th February, 1955.

[No. F. 7-22/53-Com-I.]

New Delhi, the 29th March 1955

S.R.O. 688.—In pursuance of the provision of Clause (b) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of Madras have nominated Shri H. H. Schamnad, B.A., B.L., Kasaragod (South Kanara District), as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-A/55-Com-I.]

S.R.O. 689.—In pursuance of the provisions of Clause (b) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of West Bengal have re-nominated Shri Dharendra Narayan Mukherjee, 42 Chowringhee, Calcutta, as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-B/55-Com-I.]

S.R.O. 690.—In pursuance of the provisions of Clause (d) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of Travancore-Cochin have re-nominated Shri V. V. Joseph, I.A.S., Secretary to the Government, Development Department, Trivandrum, as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-C/55-Com-I.]

S.R.O. 691.—In pursuance of the provisions of Clause (g) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of Travancore-Cochin have re-nominated Shri P. K. Nayar, Registrar of Co-operative Societies, Trivandrum, as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-D/55-Com-I.]

S.R.O. 692.—In pursuance of the provisions of Clause (d) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of Travancore-Cochin have re-nominated Shri C. Thomas, Director of Agriculture, Travancore-Cochin State, Trivandrum, as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-E/55-Com-I.]

S.R.O. 693.—In pursuance of the provisions of Clause (c) of Section 4 of the Indian Coconut Committee Act, 1944 (No. X of 1944), the State Government of Madras have re-nominated Shri P. Balarama Kurup, B.A., Techno-Chemical Industries, Kozhikode, as a member of the Indian Central Coconut Committee with effect from 1st April 1955.

[No. F.7-18-F/55-Com-I.]

F. C. GERA, Under Secy.

(Agriculture)

New Delhi, the 25th March 1955

S.R.O. 694.—In exercise of the powers conferred by Section 3 of the Agriculture Produce (Grading & Marking) Act, 1937 (I of 1937), the Central Government hereby makes the following rules, the same having been previously published as required by the said section.

RULES

1. *Short title and application.*—(1) These Rules may be called the William Pears (Grading & Marking) Rules, 1953.

(2) They shall apply to William Pears produced in any part of India except the State of Jammu & Kashmir.

2. *Grade designations.*—The grade designations to indicate the characteristics and quality of William Pears of specified description are set out in column 1 of Schedule I.

3. *Definition of quality.*—The definition of quality indicated by the grade designations is specified in columns 2 & 3 of Schedule I.

4. **Grade designation Marks.**—The Grade designation mark to be applied to each pear on container packed with pears shall consist of a label bearing the design as set out in Schedule II specifying the grade designation and will be of the following colour:—

Grade Designation	Colour of the Label.
Extra large	White.
Large	Red.
Medium	Black.
Small	Blue.

5. **Method of marking.**—The grade designation mark label shall be securely affixed to each package of pears and shall clearly show the following particulars:—

- (a) variety—William,
- (b) number,
- (c) net weight,
- (d) name & address of packing station; and
- (e) date of packing.

6. **Method of packing.**—(1) Containers may be either returnable or non-returnable. They shall be clean and suitable for the purpose. All packages shall securely closed.

(2) Packing material, if used, shall be clean and dry.

(3) Pears in any container shall be of William variety, of one grade reasonably uniform and the top layer shall be representative of the entire contents of the package in respect of size, colour, maturity, shape and freedom from defects.

SCHEDULE I

*Grade designation and definition of quality for "William" variety
of pears produced in India
(See Rules 2, 3 and 4).*

Grade designation (1)	Size Minimum inches (2)	Definition of quality	
		State or condition (3)	
Extra Large	2½	1. Each fruit shall have reached a stage of maturity which will permit the subsequent completion of ripening in the ordinary course of transport and marketing.	
Large	2½	2. Each fruit shall have developed the characteristic colour of the variety <i>i.e.</i> , light-greenish over 3/4th of the surface area of fruit and there should be uniformity in colour throughout the pack.	
Medium	2½	3. Each fruit shall have shape normal to the variety and be free from malformation.	
Small	2	4. Each fruit shall be firm, reasonably developed and in good condition. Windfalls and shrivelled fruits shall not be packed.	
		5. Each fruit shall be free from defects due to diseases or insects or mechanical injury affecting the keeping quality of the fruit.	
		*6. Blemish not affecting the keeping quality is permitted to the extent of 1/4 square inch in the case of Extra large grade and 1/2 square inch for the other grades, provided no single mark is larger than 1/8 square inch in the latter.	
		7. Light russetting dispersed over an aggregate area of 1/10th of the total surface and not effecting the internal quality of the fruit may be permitted.	
		8. The stalk shall be removed close to the fruit but not pulled out.	

NOTE.—A tolerance of 10 per cent shall be allowed for accidental error in grading in respect of fruit corresponding with the size specification in the next lower and/or Higher grade.

*“Blemish” includes marks due to fungus diseases, insect pests, hail-storm, spray, etc., in which case the damaged skin has healed.

SCHEDULE II

Grade Designation Mark for William Pears
(See rule 4).



[No. F. 5-82/53-Dte.II.]

New Delhi, the 26th March 1955

S.R.O. 695.—In exercise of the powers conferred by section 3 of the Agricultural Produce (Grading and Marking) Act, 1937 (1 of 1937), the Central Government hereby directs that the following further amendments shall be made in the Ghee Grading and Marking Rules, 1938, the same having been published previously as required by the said section, namely:—

In the said Rules:—

(1) for rule 4, the following rule shall be substituted, namely:—

"4 Grade designation marks.—The grade designation mark shall consist, in the case of ghee packed in tin containers, of the coloured design as set out in Schedule II, and in the case of ghee packed in glass bottles, of the coloured design as set out in Schedule II-A."

(2) in sub-rule (3) of rule 5, for the words "This containing ghee", the words "Tins or glass bottles containing ghee" shall be substituted.

(3) In rule 6—

(a) for sub-rule (1), the following sub-rule shall be substituted, namely:—

"(1) Either clean new tins or clean glass bottles shall be used for packing and they shall be securely closed or stoppered and sealed; and where glass bottles are so used, they may, if returned by the consumers, be used again for packing, after proper cleansing and disinfection".

(b) in sub-rule (2), for the words "The tins shall be filled", the words "The tins or glass bottles shall be filled" shall be substituted.

(4) in Schedule II, in the heading, the words "packed in tins" shall be added at the end.

(5) After Schedule II, the following Schedule shall be inserted, namely:—

SCHEDULE II-A

*Grade designation marks for ghee packed in glass bottles.
(See Rule 4)*

Grade Designation	Design of the label	Colour of lettering of grade	Colour of the circular border of the label
1	2	3	4
Red			
General		Green	Green

NOTE.—The labels shall be printed on water-marked paper of the Government of India and shall have a microtint background bearing the words "Government of India" in only green colour. Each label shall be serially numbered e.g. A.012346.

[No. F.3-9(k)/54-A.M.]

New Delhi, the 28th March 1955

S.R.O. 696.—In pursuance of clauses (i) and (k) of rule 4 of the General Grading and Marking Rules, 1937, the Central Government hereby makes the following amendment to the notification of the Government of India in the Ministry of Food and Agriculture (Agri) No. S.R.O. 263 dated the 28th January, 1953, namely:—

In the Table annexed to the said notification, in the entry "Group III, before the grade "CPL, the grade "CG" shall be inserted.

[No. F.16-34/53-Dte.II.]

SWAMI DAYAL OBEROI, Under Secy.

MINISTRY OF REHABILITATION

New Delhi, the 24th March 1955

S.R.O. 697.—Whereas the Central Government is of the opinion that it is necessary to acquire certain evacuee properties in the State of Punjab for the public purpose referred to in sub-section (1) of section 12 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954);

Now, therefore, in exercise of the powers conferred by the said sub-section, it is notified that the Central Government has decided to acquire, and hereby acquires, the evacuee properties specified in the Schedule.

THE SCHEDULE

All evacuee properties which have been allotted or deemed to have been allotted to displaced persons by the Custodian under the conditions published by the notification of the Government of Punjab in the Department of Rehabilitation No. 4892-S, dated the 8th July, 1949, except all such properties falling under any one or more of the following categories:—

(1) any such property—

- (i) in respect of which proceedings are pending before any authority at the date of this notification under the Administration of Evacuee Property Act, 1950 (XXXI of 1950) in which the question at issue is whether the property is or is not evacuee property; or
- (ii) in respect of which the period of limitation, if any, fixed for an appeal or revision under the said Act for disputing the vesting of the property in the Custodian as evacuee property has not expired.

(2) any such property in respect of which an application for the grant of a certificate under sub-section (1) of section 16 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) is pending at the date of this notification or in respect of which the period of limitation fixed for making such application has not expired.

(3) any such property which has been restored under section 16 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) or in respect of which an application under sub-section (2) of that section for its restoration is pending at the date of this notification, or in respect of which a certificate under sub-section (1) of that section has been granted but no application under sub-section (2) of that section for its restoration has been made.

(4) any such property which before the date of this notification has been transferred and the transfer is effective under section 40 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) or in respect of which any proceedings are pending at the date of this notification under that section.

(5) any such property which is a composite property within the meaning of the Evacuee Interest (Separation) Act, 1951 (LXIV of 1951).

(6) any such property in respect of which any proceedings are pending in a Civil Court wherein the question at issue is whether the property is evacuee property or not.

(7) any such property which at the date of this notification is being treated or is being managed as a trust Property for a public purpose of a religious or charitable nature under sub-section (1) of section 11 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950).

(8) any such property in respect of which a reference has been made by the Custodian to the Central Government for orders under clause (iii)(d) of sub-rule (6) of rule 14 of the Administration of Evacuee Property (Central) Rules 1950 and which reference is pending either before the Central Government or before the Custodian.

[No. SIII-19(44)/54-I.]

S.R.O. 698.—Whereas the Central Government is of the opinion that it is necessary to acquire certain evacuee properties in the State of Punjab for the public purpose referred to in sub-section (1) of section 12 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954);

Now, therefore, in exercise of the powers conferred by the said sub-section, it is notified that the Central Government has decided to acquire, and hereby acquires, the evacuee properties specified in the Schedule.

THE SCHEDULE

All rural houses in village abadis in the State of Punjab, that is to say, houses situated in any area in that State outside the limits of a corporation, a municipality, a municipal committee, a notified area committee, a town area or a small town committee or a cantonment as those limits existed on the 15th August, 1947,

which have been declared or deemed to have been declared as evacuee properties under the Administration of Evacuee Property Act, 1950 (XXXI of 1950) except all such properties falling under any one or more of the following categories:—

(1) any such property—

- (i) in respect of which proceedings are pending before any authority at the date of this notification under the Administration of Evacuee Property Act, 1950 (XXXI of 1950) in which the question at issue is whether the property is or is not evacuee property; or
- (ii) in respect of which the period of limitation, if any, fixed for an appeal or revision under the said Act for disputing the vesting of property in the Custodian as evacuee property has not expired.

(2) any such property in respect of which an application for the grant of a certificate under sub-section (1) of section 16 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) is pending at the date of this notification or in respect of which the period of limitation fixed for making such application has not expired.

(3) any such property which has been restored under section 16 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) or in respect of which an application under sub-section (2) of that section for its restoration is pending at the date of this notification, or in respect of which a certificate under sub-section (1) of that section has been granted but no application under sub-section (2) of that section for its restoration has been made.

(4) any such property which before the date of this notification has been transferred and the transfer is effective under section 40 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950) or in respect of which any proceedings are pending at the date of this notification under that section.

(5) any such property which is a composite property within the meaning of the Evacuee Interest (Separation) Act, 1951 (LXIV of 1951).

(6) any such property in respect of which any proceedings are pending in a Civil Court wherein the question at issue is whether the property is evacuee property or not.

(7) any such property which at the date of this notification is being treated or is being managed as a trust Property for a public purpose of a religious or charitable nature under sub-section (1) of section 11 of the Administration of Evacuee Property Act, 1950 (XXXI of 1950).

(8) any such property in respect of which a reference has been made by the Custodian to the Central Government for orders under clause (iii)(d) of sub-rule (6) of rule 14 of the Administration of Evacuee Property (Central) Rules 1950 and which reference is pending either before the Central Government or before the Custodian.

[No. SIII-19(44)/54-II.]

N. C. SHRIVASTAVA, Jt. Secy.

New Delhi, the 24th March 1955

S.R.O. 699.—In exercise of the powers conferred by sub-clause (iv) of clause (d) of section 2 of the Displaced Persons (Compensation & Rehabilitation) Act, 1954 (44 of 1954), the Central Government hereby declares that any amount spent on the maintenance of a displaced person living in a Home or Infirmary, after such displaced person has refused in writing to accept the amount of compensation payable to him under the provisions of the said Act and has decided to stay in such Home or Infirmary, shall be a "public due", payable to the Central Government or any State Government, as the case may be, and recoverable from the said displaced person residing in the Home or Infirmary out of the compensation payable to him under the provisions of the said Act.

[No. F.51(3)SI/55.]

New Delhi, the 2nd April 1955

S.R.O. 700.—In exercise of the powers conferred by clause (a) of sub-section (2) of section 16 of the Displaced Persons (Compensation and Rehabilitation)

Act, 1954 (44 of 1954), the Central Government hereby appoints Shri Madan Gopal and Shri M. N. Mathur, Assistant Custodians of Evacuee Property, Ajmer, to be the managing officers for the custody, management and disposal of all evacuate properties acquired under section 12 of the said Act, within the State of Ajmer.

[No. F-10(28)-S.I/55.]

S.R.O. 701.—Whereas the Central Government is of opinion that it is necessary to acquire certain evacuate properties in the state of Bhopal for a public-purpose, being a purpose mentioned in sub-section (1) of the section 12 of the Displaced Persons (Compensation and Rehabilitation) Act, 1954 (44 of 1954);

Now, therefore, in exercise of the powers conferred by the said sub-section, it is notified that the Central Government has decided to acquire, and hereby acquires, the evacuate properties specified in the Schedule hereto annexed.

THE SCHEDULE

Sl. No.	Particulars of the evacuate Property	Name of the town and locality in which the evacuee property is situated	Name of the evacuate
1	2	3	4
i	Building with site and machinery of Bhopal Transport and Traction Co. Ltd. Bhopal.	Railway Road, Bhopal City.	Bhopal Transport & Traction Co. Ltd. Bhopal.

[No. F.10(14)-SB/54.]

M. L. PURI, Under Secy.

MINISTRY OF TRANSPORT

(Transport Wing)

PORTS

New Delhi, the 22nd March 1955

S.R.O. 702.—In exercise of the powers conferred by sub-section (1) of section 6 of the Indian Ports Act, 1908 (XV of 1908), the Central Government hereby makes the following rules, the same having been previously published as required by sub-section (2) of the said section, namely:—

RULES RELATING TO THE CONTROL OF VESSELS IN THE PORT OF KANDLA, CARRYING PETROLEUM AND TO THE TRANSPORT, DISCHARGE OR LOADING OF PETROLEUM IN THE PORT—

(*Supplementary to the Petroleum Rules, 1937*)

PART I

General Rules

1. These Rules may be called the Port of Kandla (Petroleum) Rules, 1955. They shall apply to the Port of Kandla only.
2. For the purpose of these rules:
 - (a) "Part" means a part of these Rules.
 - (b) "Conservator" means the Conservator of the Port of Kandla, appointed under section 7 of the Indian Ports Act, 1908 (XV of 1908).
 - (c) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons, and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon; but it does not include any oil ordinarily used for lubricating purposes and having its flashing point at or above two hundred degrees of Fahrenheit's Thermometer.

- (d) "Certificated Petroleum" means Petroleum certified to be non-dangerous petroleum by a certificate of such description, as the Central Government may, from time to time, by written order prescribe, granted at the Port of shipment.
- (e) "Dangerous Petroleum" means Petroleum having its flashing point below seventy six degrees of Fahrenheit's thermometer.
- (f) "Fuel Oil" means Petroleum having a flash point of not less than 150° F. and ordinarily used as fuel in engines or furnaces.
- (g) "Petroleum in Bulk" means Petroleum in quantities exceeding 500 gallons contained in any one receptacle.
- (h) "General Guarantee" means a guarantee in the form printed as Appendix "A".
- (i) "Vessel" includes anything made for the conveyance by water of human beings or property.
- (j) "Bulk Oil Vessel" means a vessel licensed to carry Petroleum in bulk as cargo.
- (k) "Sailing Vessel" means small sailing vessel such as Patimars, Battellas, Cotias, Baghlas and fore and aft square-rigged vessels of under 300 tons net register, which carry cargo to or from Indian Ports, but does not include craft licensed to carry cargo in the Port of Kandla such as cargo boats or barges.
- (l) "Cargo Boat" means a vessel licensed under Section 79 of the Sea Customs Act (VIII of 1878), or under harbour craft Rules for the Port of Kandla to land and ship merchandise in the Port.
- (m) "Port" means and includes every portion of the Port of Kandla.
- (n) "Deputy Conservator" means the Officer duly appointed by the Government of India to act under the authority of the Conservator.
- (o) "Traffic Manager" means the Officer appointed by the Government of India to hold charge of the Traffic Department under the authority of the Conservator.
- (p) "Owner" means the Owner, Agent or Master of a Bulk Oil Vessel, or the Owner or Agent of the Petroleum, as the case may require.

3. Nothing in these Rules shall apply to a bulk oil vessel granted a Gas-Free Certificate by a Surveyor or an Officer appointed in this behalf by Government, which has not carried Petroleum since such certificate was issued.

4. With the exception of Rules 6, 9 and 11 of this part nothing contained in these Rules shall apply to vessels carrying or loading fuel oil as bunkers provided that the fuel storage tanks and installation comply with the Regulations on the subject and that no other petroleum is carried except in small quantity as ship's stores.

5. Nothing in Parts II, III or V of these rules shall apply to vessels carrying fuel oil which has a flash point of not less than 150° F. unless the vessel carries or has carried other Petroleum in bulk since obtaining a Gas Free Certificate.

6. Bunkering of vessels with fuel oil in the Port by means of cargo boats will be permitted provided that:—

- (a) The cargo boats used conform to the specification in Appendix 'B' to these rules and have been approved and licensed by the Deputy Conservator.
- (b) No smoking, cooking, naked lights or forges shall be allowed in the cargo boat while pumping is in progress.
- (c) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil or oily water from leaking into the Port.
- (d) The bilges of an oil cargo boat shall not be pumped when such cargo boat is in any confined waters or is alongside any bulk oil ship or tug.
- (e) The cargo boats shall carry an ample supply of buckets of sand.

7. Vessels lying alongside the main cargo jetties will be permitted, in special cases, to bunker fuel oil from tank barges on application to the Deputy Conservator, provided a guarantee is given by the Owner of the tank barges supplying the bunkers and also by the Owner of the Steamer receiving bunkers, indemnifying the Port from all damage and cost in respect of all accidents and

injuries to any person or property caused by or during the bunkering of any vessel or vessels.

Such indemnity shall extend to the officers and servants of the Port.

8. The master of every vessel carrying petroleum other than fuel oil shall, on nearing the Harbour and during the time that such ship remains in the harbour, display by day a Red Flag and by night a Red Light, at the foremast Head or where it can best be seen but not less than 20 feet above the deck, in addition to any navigation lights which may be required by any other Regulations, Rules or bye-laws.

9. The Master of every vessel carrying petroleum shall on reaching the Pilot Station deliver to the Pilot a written declaration over his signature stating:

- (a) What quantity of petroleum the vessel is carrying;
- (b) whether any and, if so, what quantity of it is "Certificated Petroleum";
- (c) whether any and, if so, what quantity of it is "Dangerous Petroleum";
- (d) whether any and, if so, what quantity of it is petroleum having a flash point of not less than 150° F.
- (e) what quantity of petroleum [specifying whether any and, if so, what part of it belongs to each of the classes (b), (c), (d)] it is intended to land at this Port or at any other Port in India:

Provided that no such declaration by the Master of the vessel shall be necessary if, in anticipation of her arrival, the Agent for the vessel delivers to the Deputy Conservator and to the Traffic Manager a written declaration as aforesaid over his signature, or in the case of fuel oil carried as fuel for the vessel, that it is covered by a General Guarantee in accordance with Appendix "A" filed in the Port Office.

10. If any petroleum to be landed at Kandla or any Port in India be certificated petroleum the Master or Agent of the vessel in which it is carried shall deliver to the Pilot or Deputy Conservator, as the case may be, along with his declaration the certificate relating to such petroleum, unless such certificate shall previously have been forwarded direct from the Port of shipment.

11. Every certificate and declaration delivered to a Pilot under rules 9 and 10 shall be made over by him without delay to the Deputy Conservator and all certificates and declarations received by the Deputy Conservator shall with all convenient despatch be forwarded by him to the Chief Customs Officer.

12. Every vessel having petroleum other than fuel oil on board as cargo whilst moored in the Port shall keep the end of a wire hawser having an eye, paid out to the water's edge at the bow and stern to enable tug to take hold in case of emergency, and in the case of a vessel lying at the Oil Jetty she shall in addition have securely shackled to her bow or cable an offshore mooring, if and when considered necessary by the Deputy Conservator.

13. Every vessel having petroleum other than fuel oil on board as cargo when discharging or loading or while hatches are open shall have her fire hoses connected and all fire extinguishing appliances ready for immediate use and if the petroleum being loaded or discharged or stowed in the holds is dangerous petroleum all awnings shall be furled. No smoking shall be allowed on board and no other vessels with lights or fires or persons smoking on board shall be allowed within one hundred yards of a vessel loading or discharging dangerous petroleum.

14. No bulk oil vessel carrying petroleum or fuel oil for discharge shall be taken alongside the oil jetty until permission to discharge the same has been received from the Chief Customs Officer and the Traffic Manager. The Traffic Manager shall not issue the permit unless the Customs Permit is produced.

15. No fire or naked lights (except fires in the galley and boiler-rooms and electric light) shall be allowed on board any bulk oil vessel when in the Port until the vessel has been cleansed inside from petroleum and vapour of petroleum, and if loading or discharging dangerous petroleum the conditions laid down in Part II of these Rules must be complied with.

16. Every bulk oil vessel shall wait in the tanker waiting berth until taken alongside the oil jetty to discharge if the jetty is not ready for occupation and also, after discharging the petroleum, until the vessel is cleansed or proceeds direct to sea, provided that a bulk oil vessel, on completion of the discharge of all

dangerous petroleum in excess of 20 gallons retained in Ship's stores, may be placed alongside cargo jetty to discharge or load general cargo in accordance with the provisions of Port by-laws on her Master certifying that all tanks which contained dangerous petroleum have been steamed out and ventilated and that the hatches of all such tanks are closed down gas-tight. The Deputy Conservator may, in his discretion allot special anchorage to bulk oil vessels carrying dangerous petroleum, if he considers that in the interest of the Port and the vessel such a berthing is necessary.

17. The master of every bulk oil vessel shall observe the following precautions regarding oil tanks, namely:—

(i) So long as there is petroleum, or dangerous vapour in a tank, he shall keep the hatches of such tank, and the manholes or other apertures to such tanks, locked or otherwise fastened in a manner satisfactory to the Deputy Conservator, provided that, subject to the provisions of clause (2) of this rule, he may cause them to be opened for the purpose of taking on board or discharging petroleum, for cleaning the tanks or for other sufficient reason.

(ii) He shall not allow any person to enter a petroleum tank unless—

(a) such person wears a safety helmet of a description approved by the Government; or

(b) a surveyor or other officer appointed by the Government of India in this behalf, having examined the tank with the aid of a vapour-testing instrument, has certified it to be free from dangerous vapour.

18. During the time that any bulk oil vessel is in the Port a responsible officer and engineer must always be on board night and day to carry out and give effect to the provisions of these rules. In the absence of the Master, the responsible officer is the Senior Deck Officer on board. When loading or discharging is proceeding or about to be started, it is absolutely essential that the Master or Chief Officer and either the Chief or Second Engineer must be on board and see that every necessary precaution is taken for the safety of the vessel and her cargo, and during all such time the engines, boilers and machinery shall be maintained in working order so that the vessel may be moved (in the case of a vessel loading or discharging Dangerous Petroleum as soon as steam can be raised) if so required by the Deputy Conservator.

19. If so required by the Deputy Conservator, a bulk oil vessel alongside an oil berth shall at any time and from time to time be removed to the anchorage appointed for bulk oil vessels and when the petroleum has been discharged, the vessel shall, as soon as possible leave the oil berth and be taken to the appointed anchorage and remain there till cleansed, unless she is proceeding to sea; provided that if she has discharged her petroleum cargo she may, with permission from the Deputy Conservator cleanse her tanks alongside the oil berth, due precautions being taken to prevent the discharge of oil, oily water or refuse on to the shore or into the Harbour.

20. No bulk oil vessel shall be taken amongst the other shipping, unless proceeding to an oil berth (or in the case of a vessel carrying fuel oil only, into the Port) until her Master produces a certificate from a Surveyor or an officer appointed in this behalf by Government that he has examined the tanks with the aid of a vapour-testing instrument and that the vessel has been found entirely clear of petroleum and vapour or petroleum and is in a fit state to enter the Port.

21. If the quantity of petroleum declared dangerous on board a vessel does not exceed forty gallons and there is no other petroleum on board except that comprised in the vessel's stores, manifested as such and not of an unreasonably large amount, or the aggregate quantity of petroleum on board, not being fuel oil as bunkers, including petroleum declared dangerous, does not exceed forty gallons, the said petroleum may be forthwith landed and the vessel may proceed to any anchorage.

22. Any vessel, having petroleum (dangerous or non-dangerous or both) in bulk on board for discharge partly at the Port of Kandla and partly at a Port or Ports other than Kandla, may proceed to the oil jetty for the purpose of discharge of petroleum in bulk without having first temporarily discharged the petroleum in bulk carried by her for the Port or Ports other than Kandla but dangerous petroleum for the Port or Ports other than Kandla shall not in any circumstances without the special permission of the Deputy Conservator be moved from the tank or tanks containing it or be opened up for any purpose whatsoever.

23. When Petroleum is discharged or loaded in bulk, its removal from or to the vessel shall be effected by means of a hose and a metal pipe suitable and prepared for the purpose and it shall be pumped into storage tanks. Except in the case of dangerous petroleum and in cases where discharge is interrupted to shift berth in accordance with orders from the competent authority the discharge or loading of petroleum in bulk shall be continuous, day and night, until completed, weather and appliances permitting. In the case of dangerous petroleum, discharging or loading may be continuous day and night, but the provisions of Part II of these rules shall be strictly observed.

24. When pumping petroleum at night, electric light only shall be used; and when the vessel has finished discharging or loading dangerous petroleum or non-dangerous petroleum having a flash point below 150° F., the pipe to the storage tanks shall immediately be emptied of petroleum by the vessel's pump flushing water at least as far as the boosting pump on the shore. If for any cause the discharge or loading of petroleum is at any time suspended, arrangement must be made by means of a valve for effectually preventing any of the oil left in the pipe from escaping.

25. It shall be obligatory on the part of bulk oil vessels to employ the services of the booster pump on the shore to accelerate the rate of pumping. However, in special cases, the Conservator may permit a bulk oil vessel to discharge the petroleum under its own power. The Port Administration does not, however, accept any liability for the non-supply of the booster pump due to circumstances beyond its control.

25-I. A bulk oil vessel while discharging non-dangerous petroleum, shall be permitted simultaneously to load and unload general cargo in accordance with the provisions of the Port bye-laws.

26. A bulk oil vessel, when carrying but not while discharging or loading dangerous petroleum, may load or unload general cargo, provided that—

- (a) the vessel is berthed at the Oil Jetty or in the special anchorage set apart for the purpose; and
- (b) The Master certifies in writing that the General Cargo hold is separated from the Oil space by an isolating cofferdam and no tank lids whatever are open; also that the General Cargo hold has been thoroughly ventilated and rendered free from inflammable vapour.

27. (a) A bulk oil vessel will not be permitted to berth for the purpose of discharging bulk petroleum through the Port pipe line unless the consignee furnishes a certificate to the Deputy Conservator and the Traffic Manager that they have at their disposal sufficient licensed tank storage capacity available to accommodate the total quantities of the individual petroleum products manifested for discharge at Kandla. The particular licensed tank storage into which the bulk oil is to be discharged and the capacity available must be specified and the quantities to be discharged must be stated on the certificate.

Should it appear, during the course of discharge, that for any reason the particular licensed tank storage capacity is insufficient to accommodate the quantities manifested to this Port, the vessel may be stopped from discharging through the Port's Pipe Line and will be liable to be removed from the berth at the discretion of the Deputy Conservator and the Traffic Manager.

(b) A bulk oil vessel berthed at the oil jetty for the purpose of discharging petroleum, shall with the assistance of the booster station on the shore discharge such cargo at rate not less than the following:

White oil through 12" pipe line 2,500 glns. per minute.

Black oil through 16" pipe line 2,200 glns. per minute.

The rate of discharge, may however be reduced to not less than 800 gallons per minute for white oil and 700 gallons per minute for black oil, if the vessel is allowed to pump on her own power.

Failure to discharge these cargo at the above rates will render the vessel liable to be removed from the berth at the discretion of the Deputy Conservator or the Traffic Manager.

NOTE.—Stoppage of discharge under Rule 27(a) or (b) of Part I of these Rules will not relieve the Master of the vessel from flushing the pipe in accordance with rule 24 of Part I of these Rules.

28. When petroleum other than Fuel oil imported otherwise than in bulk is landed, it shall be landed either at berths provided for the purpose, or in cargo boats and except where electric light is exclusively used, only after sunrise and before sunset, and only at such place or places as the Deputy Conservator shall direct, subject to any Customs Notification that may, for the time being be in force; provided that where cargo boats are utilised the conditions and precautions prescribed in Part IV of these Rules shall be observed.

29. Petroleum may be transhipped from one vessel to another for conveyance to any other Port, whether within or beyond the limits of India provided that the Petroleum shall not be transhipped between sunset and sunrise, except when electric light is exclusively used, and provided further that the precautions laid down in Part IV of these Rules shall be observed, and that dangerous petroleum, whether in bulk or otherwise, shall not be transhipped under any circumstances between the hours of sunset and sunrise.

30. Subject to the preceding Rules and to the Port Bye-laws, nothing in these Rules shall prohibit the entry into the Jetties of any vessel carrying fuel oil in bulk when the Master or Agent for the vessel produces a certificate in the form hereto annexed, to the effect that the fuel oil so carried has its flashing point not less than 150° F. by approved test:

Provided that if the vessel has recently carried petroleum of a flash point below 150° F. in any tank without having such tank certified gas free, these Rules shall apply until the vessel has been properly cleansed and is entirely clear of petroleum and vapour of petroleum and the certificate in regard thereto required by Rule No. 20 of this Part has been produced.

FORM OF CERTIFICATE

- (1) Quantity of Fuel Oil in vessel.
- (2) Description of oil.
- (3) Specific gravity of oil.
- (4) Number of samples taken.
- (5) Flash point by approved test.
- (6) Signature of Officer making above test.
- (7) Vise of Government Officer or Consul or signature of the Company's Chief Resident Chemist and the countersignature of the General Manager of the Local Refinery of Works.

31. No steamer carrying inflammable cargo other than petroleum and its products shall, while within the Port, tow a cargo boat carrying petroleum in bulk.

32. No steamer towing a cargo boat carrying petroleum in bulk shall, while within the Port, at the same time tow any other cargo boat carrying inflammable cargo other than petroleum and its products.

33. Rules 31 and 32 of this Part shall not apply to fuel oil.

34. Nothing in these Rules shall entitle any vessel to a lien on a particular berth.

PART II

Special Rules relating to Bulk Oil Vessels discharging or loading Dangerous Petroleum within the Harbour

1. Before any dangerous petroleum is landed or loaded the owner shall give due notice to the Deputy Conservator and the Traffic Manager.

2. Except as provided in Rule 29 in Part I of these Rules dangerous petroleum in bulk shall only be loaded or discharged at the Oil Jetty.

3. Before any dangerous petroleum contained in casks, barrels or other containers is landed, the holds of a bulk oil vessel having on board such containers shall be thoroughly ventilated, and after all dangerous petroleum has been removed from any bulk oil vessel the holds and tanks shall be rendered free from inflammable vapour:

Provided that this Rule shall not be deemed to require to be free from inflammable vapour the tanks of a bulk oil vessel which leaves the Harbour without delay after the discharge of dangerous petroleum.

4. (a) Dangerous petroleum may be discharged by day or night subject to the provisions of Part II, Rule 7, but such discharge must commence not less than one hour before sunset and should anything occur during such discharge after sunset to necessitate a repair to the plant, pipes or connections or to interfere in any way with the uninterrupted discharge of the dangerous petroleum such discharge shall be discontinued until after sunrise.

(b) Bulk oil vessels which conform to the requirements of Appendix "C" to these Rules, may, in special circumstances be permitted to discharge by steam from their own boilers or by internal combustion engines placed in a position remote from cargo holds and pump rooms but bulk oil vessels not so conforming shall necessarily discharge by availing the shore pumping facilities.

(c) In bulk oil vessels conforming with Appendix "C" and having the cargo pump driven by electric motor, the electric motor must be of approved design and its connections shall be isolated from the cargo pump by a gas-light bulkhead of sufficient height to preclude the possibility of inflammable vapour entering the motor compartment. A gas-tight gland shall be fitted where the driving shaft passes through the bulkhead.

NOTE.—Before any bulk oil vessel is permitted to discharge dangerous petroleum under its own power as mentioned in Rule 4 above special permission must be obtained from the Conservator.

5. In the event of it being necessary to interrupt pumping in order to raise steam on board, the oil pipes in the vicinity of the vessel shall be flushed with water and the valve on the Pier Head shall be closed before the boiler fires are lighted.

6. The use of electric power while loading or discharging dangerous petroleum is not permitted unless the vessel's electrical installation complies with Lloyds or other approved Society's requirements for electric fittings for ships carrying oil having a flash point less than 150°F.

7. Every vessel discharging dangerous petroleum shall be fitted with a by-pass valve on the discharge side of the pump having a connection back to the ship's tanks.

8. From the time when the holds or tanks of a bulk oil vessel are first opened for the purpose of loading or landing dangerous petroleum until such time as all dangerous petroleum shall have been loaded into or removed from such holds or tanks and the holds or tanks shall have been securely closed down and, in the case of landing rendered free from inflammable vapour as required by this Rule, there shall be no fire or artificial light on board such ship or at or near the place where the dangerous petroleum is being loaded or landed:

Provided that this Rule does not prohibit boiler fires in the case of vessels conforming to the requirements of Appendix "C" of these Rules:

And provided that this Rule shall not prevent the use of lamps, heaters, cookers, or other similar type of safe apparatus, electric or otherwise, so designed, constructed and maintained as to be incapable of igniting inflammable vapour.

9. The owner shall take adequate steps to prevent any person under his control from smoking at or near the place where dangerous petroleum is being landed or loaded and to prevent any person engaged in such landing or loading from carrying fuses, matches, or any appliances whatsoever for producing ignition.

10. No dangerous petroleum contained in casks, barrels or other vessels shall be landed or loaded unless such vessels are staunch and free from leakage, and are of such strength and construction as not to be liable to be broken or to leak except in case of gross carelessness or extraordinary accident.

11. All pipes and other appliances used in the landing or loading of dangerous petroleum in bulk shall be free from leakage.

12. When the landing or loading of dangerous petroleum has been commenced such landing or loading shall be proceeded with, with due diligence (see Rule 27, Part I), and if it is discontinued the tanks and holds of the petroleum ship shall immediately be closed.

13. No dangerous petroleum contained in casks, barrels, or other vessels shall be landed at any quay until the ship or carriage by which the same is to be removed therefrom shall be at the place in readiness to receive the same, and all dangerous petroleum landed shall be forthwith removed therefrom, or to some duly licensed place of storage.

14. No dangerous petroleum shall be brought to the place of loading until the petroleum ship into which it is to be loaded is in readiness to receive the same.

15. No dangerous petroleum shall be discharged or allowed to escape into the waters of the Harbour.

16. The Master or Owner shall take all due precautions for the prevention of accident by fire in landing or loading dangerous petroleum.

17. Iron or steel hammers or other instruments capable of causing a spark shall not be used for the purpose of opening or closing the hatches or tank lids of a petroleum ship, nor shall be chipping of iron rust or paint be carried on in the vicinity.

Fires and lights not to be used on Quay.—Fires and lights other than electric filament lamps and/or self-contained electric lamps, heaters, Cookers, or other similar type of safe apparatus, so designed, constructed and maintained as to be incapable of igniting inflammable vapour, shall not be used upon the quay upon which dangerous petroleum is being landed or loaded, or upon which dangerous petroleum is lying.

Red Flag or Red Light exhibited on Oil Jetty Pier.—Whilst a bulk oil vessel is actually engaged in discharging or loading dangerous petroleum or cleansing her tanks or ventilating vapour from opened tanks at the oil Jetty a red flag by day or a red light by night will be exhibited on the flagstaff near the landing steps.

No steam launch or vessel having fires, lights or persons smoking on board shall be allowed within 100 yards of such vessels or alongside the Pier while this signal is exhibited.

Distance between ships.—Two or more petroleum ships shall not, except for purpose of transhipment, lie within 100 feet of one another unless in the opinion of the Deputy Conservator it is impracticable to maintain such distance.

Superintendence.—For the safer loading and unloading of dangerous petroleum and for the prevention of accident by fire or explosion the Port Administration may appoint a person or persons to superintend and enforce the observance of these Rules during the discharge or loading of dangerous petroleum and the Owner of the vessel shall be liable to pay to the Port the reasonable expenses of such superintendence. Such superintendence shall not attach any legal liability to or constitute the acknowledgement by the Port that the rules have been observed and shall not release the Owner or Master of the vessel from responsibility for failing to observe the Rules.

Inspection.—The owner shall, when so required by the Deputy Conservator, or other official authorized by the Port authority, afford every reasonable facility to enable such official to ascertain whether these rules are duly observed.

PART III

Special rules relating to vessels carrying petroleum other than bulk oil vessels, sailing vessels and cargo boats

1. Vessels arriving in Port with, or loading or discharging dangerous petroleum in tins, metal barrels or other containers, shall be anchored in the special anchorage, set apart for the purpose.

2. Vessels shall not load or discharge dangerous petroleum in tins, metal barrels or other containers, except between the hours of sunrise and sunset.

3. Vessels arriving in the Port with, or loading or discharging non-dangerous petroleum in tins, metal barrels or other containers shall be anchored in such place as the Deputy Conservator may direct.

4. General cargo and non-dangerous petroleum in tins, metal barrels or other containers may be loaded or discharged simultaneously provided that they are contained in separate holds, but during the loading or discharge of dangerous petroleum no other cargo shall be loaded or discharged.

5. Under certain conditions, vessels having non-dangerous petroleum in tins, etc., and general cargo on board may be allotted berths at the cargo jetty of the Port where in addition to the provisions of the Port Bye-laws, the following precautions must be strictly observed:—

(i) That when general cargo is being loaded or discharged, the hatches or compartments in which non-dangerous petroleum is carried are kept securely closed and vice-versa.

- (ii) That special arrangements to maintain a thoroughly efficient watch and ward are made by the ship and all necessary precautions against fire and smoking are strictly observed whilst the vessel is at the Wharf Berths

(iii) Every care is taken to safeguard the ships at the adjoining berths

6 Vessels may load or discharge non-dangerous petroleum in tins, metal barrels, or other containers between the hours of sunset and sunrise, provided that no lights of any description other than electric lights are used either on board the vessel or any cargo boat alongside

7 Subject to the provisions of the Port Byc-laws, vessels which have discharged dangerous or non-dangerous petroleum in tins, metal barrels, or other containers, shall not be transported from the anchorage at which such discharge took place to the cargo jetties until the Master has certified in writing that the bilges of the holds from which such dangerous or non-dangerous petroleum was discharged are free of petroleum and petroleum vapour. The Port, however, reserves the right to be furnished with a further certificate issued by a Surveyor or an Officer appointed in this behalf by the Government that the holds or compartments in question are free of petroleum and petroleum vapour and that in his opinion the vessel is in a fit state to enter dock or come alongside Cargo Jetties.

NOTE—See Rules 8, 12 and 13 of Part I of these rules which also apply

PART IV

Special Rules relating to Cargo Boats

1 No fire or light of any description other than lights required by the Port Rules or any detonating article or substance whatsoever or matches, shall be allowed on board any cargo boat while being used for the transport of or when loading or discharging dangerous petroleum

2 No cargo boat used for the carrying of dangerous petroleum shall be fitted with a caboose for cooking purposes when engaged in such work

3 Dangerous and non-dangerous petroleum shall not be transported at the same time on the same cargo boat

4 Leaky tins containing dangerous petroleum shall not be loaded into a cargo boat containing sound tins

5 The bilges of every cargo boat which has carried a cargo of petroleum shall, immediately after the cargo boat has been unloaded be thoroughly cleared of all traces of such petroleum and dried and the holds shall be thoroughly ventilated, provided that in the case of a cargo boat specially constructed and employed in carrying petroleum in bulk this precaution shall not be necessary until the cargo boat has completed its work on the whole consignment of petroleum which it has been engaged to carry

6 Cargo boat into which dangerous petroleum has been loaded from any vessel or wharf shall not be permitted to leave from alongside such vessel or wharf except during daylight and not later than a time which will enable the cargo boat to arrive before sunset at the place at which the dangerous petroleum is to be discharged

7 Every cargo boat having any quantity of dangerous petroleum or other petroleum in bulk on board shall exhibit from sunrise to sunset a large square red flag from a mast not less than 15 feet above the deck

8 The hatches of every cargo boat having dangerous petroleum on board shall be and remain battened down and covered with tarpaulins at all times save when actually loading or discharging petroleum

9 Every cargo boat, other than a motor propelled cargo boat, having dangerous petroleum on board shall be transported by a tug, and if steam be the motive power of such tug, her funnel top or tops shall be fitted with efficient spark arresters

10 All towing hawsers shall be made of steel wire or chain and the scope between the stern of the tug and the stem of the nearest tow to her shall not be less than 100 feet.

11 No dangerous petroleum shall be loaded into or transported in cargo boats other than those complying in all respects with the requirements laid down in Appendix "D" to these rules, and approved by the Deputy Conservator.

12. Cargo boats used for the carriage of dangerous petroleum may be propelled by motors fitted to such cargo boats, provided:

- (a) that such cargo boats are built in accordance with recognized rules for ship-building, such as Lloyd's rules or those of the British Corporation, and under the supervision of a responsible surveyor;
- (b) that the propelling power is situated in the afterpart of the vessel the compartment in which it is fitted being separated from the hold used for cargo by a cofferdam extending the full width of the vessel and of one frame space in length;
- (c) that the propelling power is sufficient to enable the vessel to traverse the distance from the loading to the discharging station within two hours and under ordinary conditions of weather; and
- (d) that such cargo boats comply with the requirements of Appendix "D" to these rules and are approved by the Deputy Conservator.

13. Petroleum other than dangerous petroleum in bulk shall be transported in a cargo boat which complies with the specification laid down in Appendix "B" to these Rules, is duly licensed for such service and has been approved by the Deputy Conservator.

PART V

Special Rules relating to the carriage of Dangerous Petroleum in sailing vessels

1. Dangerous petroleum may be transported from Kandla by sailing vessels in accordance with the provisions of this Part.

2. Every sailing vessel with dangerous petroleum on board shall, whilst in the Port, exhibit where it can best be seen a red flag.

3. The dangerous petroleum shall be carried either in (1) 40 Gallon steel barrels, the screw bungs of which are well fitting and sealed or (2) the usual 2 gallon sealed tins of petrol companies or other containers approved by the authorities or (3) 4 gallon sealed drums. In the case of (1) the barrels shall be loaded with the bungs upwards. In the case of (2) not more than 4 tiers of such tins shall be carried on a vessel. In the case of (3) not more than 3 tiers of such drums, which shall be loaded on their ends with bungs upwards, shall be carried on a vessel. The barrels or tins or drums shall be so packed, and Dunnage of suitable material as approved by the Port Authorities so inserted as to ensure close stowage and prevent any shifting of the receptacles during transit. The barrels or tins or drums shall not be placed within 4 feet of the after-deck.

4. The quantity transported in a single vessel shall not exceed the licensed carrying capacity of the vessel taking into account the weight of the barrels or tins in which the dangerous petroleum is carried. When the dangerous petroleum is carried in 40 gallon steel barrels, five full barrels shall be taken to constitute a ton.

5. All barrels or tins shall be carefully examined and no leaky barrels or tins shall be shipped.

6. Loading shall be done under the supervision of the Harbour Police and shall only be allowed between sunrise and sunset and at such places as may be notified for the purpose.

7. No fire or naked light of any description or smoking shall be allowed on any part of the vessel during the loading or discharge of dangerous petroleum or while lying alongside a wharf.

8. No fire or naked light of any description or smoking shall be allowed on any part of the vessel during the transport of dangerous petroleum except on the small after-deck which shall be enclosed by a solid barrier reaching upto within six inches of the gunwale.

9. No inflammable cargo shall be carried at the same time as dangerous petroleum.

10. Buckets containing sand shall be placed at convenient points on the craft and not less than two such buckets shall be placed on the after-deck.

11. Sailing vessels loaded with dangerous petroleum shall not leave their loading berth except during daylight and with written permission from the Port

Authorities which shall not be granted unless there is reasonable probability that the craft will be clear of the shipping in the Port before sunset. No such craft shall anchor within half a mile of other shipping in the Port unless compelled by stress of weather or accident.

APPENDIX "A" TO RULE No. 9 PART I

To

The Conservator of the Port of Kandla

We of the
 S.S. do hereby declare and warrant that in terms of
 (Line of steamship known as)
 the bunkering contract(s) for the said S.S.
(Line of the steamship)
 the oil suppliers have been and are bound to supply to the said ship
(Line of steamship)
 fuel oil of all of which the flash point is in all cases at or above 150° Fahrenheit
 and that no fuel oil except that supplied under the above mentioned contract(s)
 has been utilised for bunkering the said Ship
(Line of ships)

This guarantee is a general guarantee and shall continue in force until
 expressly revoked by us in writing.

Dated this day of 19 .

APPENDIX "B" TO RULE No. 6(a), PARTS 1 AND 13, PART IV

Specification for cargo boats intended for the carriage of petroleum other than
 dangerous petroleum in bulk

(a) *Self-propelled cargo boats*—

(1) All self-propelled cargo boats intended for the carriage of petroleum in
 bulk shall be fitted with Internal Combustion Engines of an approved type and
 sufficient in power to propel the vessel at a speed of not less than 7 knots.

(2) *Tonnage*.—The maximum carrying capacity of a cargo boat built under
 (a) for Inland and Harbour purposes shall not exceed 500 tons.

3. *Compartments*.—(1) For all carrying capacities above 150 tons the vessel
 shall be divided into eight separate compartments, i.e.,

1. Fore peak.
2. Store Room.
- 3, 4 & 5. Tanks in pairs.
6. Cofferdam.
7. Engine space.
8. After peak.

In the case of vessels constructed to carry 150 tons and under, the number of
 separate tanks may be limited to two pairs.

(2) An expansion truck to contain 4 per cent. of the contents shall be fitted
 over each cargo compartment.

(3) A properly designed gas escape line shall be installed to each tank
 compartment.

(4) Suitable arrangements shall be provided for preventing accumulation of
 gases in pockets.

(5) Drain plugs shall be fitted in the bottom of each compartment.

(6) Suitable ventilators protected with gauze wire shall be fitted to all com-
 partments and the ventilators to cargo compartments shall be fitted with gas-
 tight adjustable shutter.

4. *Decks*.—(1) Gas-tight hatches shall be provided for easy access to each
 separate compartment. A similar hatch shall be provided for easy access to the
 store room. In the case of the fore peak and after peak manholes shall be
 provided.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in
 diameter.

(3) A sky-light of ample area shall be provided above the engine space. Doors shall be provided in the engine space casing on either side of the deck for easy access to the engine room.

(4) A small bridge shall be provided forward of the engine room sufficiently high to ensure efficient navigation.

(5) Bollards shall be fitted at convenient places along the deck.

5. *Pumps.*—(1) The pump for discharging the cargo shall be situated so as to be clear of the engine-room and galley and shall be of an approved type.

(2) Unless a separate power unit is provided for driving the pump, the pump shall be arranged in such a way as to afford easy connection to the main motor engine.

(3) The pump shall be of an approved make but may be of any capacity and a spring loaded relief valve shall be provided on the discharge side of the pump, the valve to have an area of at least 60 per cent. of that of the discharge pipe and to be adjusted to relieve at a pressure of 80 lbs. per square inch and connected by a pipe to the suction side of the pump.

(4) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

6. *Pipes.*—(1) Suction pipes shall run along the bottom frames with a separate branch to the after part of each compartment and the valves controlling each compartment shall be operated from the deck by an extended spindle running up through the deck and deck gland box, such pipes may, however, be run along the deck where the depth of the vessel permits.

(2) The discharge pipes shall be fitted on deck and carried amidships with both port and starboard discharge.

(3) A bye-pass shall be fitted so that the barge can be loaded without the aid of the cargo pump. The barge may, however, be loaded through the hatches.

7. *Construction.*—The vessel shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

(b) *Cargo boats which are not self-propelled.*

1. *Tonnage.*—The maximum carrying capacity for a cargo boat built under (b) for inland and harbour purposes shall not exceed 500 tons.

2. *Compartments.*—(i) For all carrying capacities above 150 tons, the cargo boat shall be divided into 6 compartments, or if fitted with a motor pump, into 7 compartments i.e.,

1. Chain locker or fore peak.
2. Hold or store room.
- 3, 4 and 5. Tanks in pairs.
6. Cofferdam or after peak.
7. Motor space.

In the case of a cargo boat constructed to carry 150 tons or under, the number of separate tanks may be limited to two.

(ii) An expansion trunk to contain 4 per cent. of the contents shall be fitted over each cargo compartment.

(iii) A properly designed gas escape line shall be installed to each tank compartment.

(iv) Suitable arrangements shall be provided for preventing accumulation of gases in pockets.

(v) Drain plugs shall be fitted in the bottom of each compartment.

(vi) Suitable ventilators protected with gauge wires shall be fitted to all compartments and the ventilators to cargo compartments shall be fitted with gas-tight adjustable shutters.

3. *Decks.*—(1) Gas-tight hatches shall be provided for easy access to each separate compartment. A similar hatch shall be provided for easy access to the forehold or shore-room. A manhole shall be provided for the chain locker and peaks.

(2) All gas-tight hatches shall contain a screw plug not less than 6" in diameter.

(3) A sky-light of ample area shall be provided above the motor space. Access to the pump room shall be made through a deck manhole.

(4) Bollards shall be fitted at convenient places along the deck.

4. *Pumps*.—(1) The pump for discharging the cargo, if motor driven shall be situated in an approved space and shall be of an approved type.

(2) A suitable hand pump capable of being used for pumping out any compartment shall be provided.

5. *Pipes*.—Pipes shall be arranged as in the case of (a) self-propelled cargo boats.

6. *Construction*.—The vessel shall be constructed in accordance with Lloyd's or other approved Society's Rules for bulk oil carrying vessels.

APPENDIX "C" TO RULE NOS. 4 AND 8 OF PART II

Special requirements for Bulk Oil Vessels discharging Dangerous Petroleum with the Ship's own power under special permission

(1) Bulk oil vessels permitted to discharge petroleum with their own power shall be constructed in accordance with Lloyd's or other approved Society's Rules for vessels intended to carry petroleum in bulk.

(2) The propelling machinery shall be placed at the after end of the ship.

(3) The casing protecting the propelling machinery space shall be not less than 7 feet in height from the main deck.

(4) All openings in this casing shall be closed air-tight.

(5) Any other precautions deemed necessary to prevent petrol vapour entering the engine-room or stoke-hold shall be carried out.

(6) Where steam is used for the cargo pump, it shall be supplied from the ship's main boilers and the smoke tubes, uptake and funnel shall be clear of soot before commencing discharge.

APPENDIX "D" TO RULE NOS. 11 AND 12 OF PART IV

Requirements for Cargo Boats intended to be employed in carriage of Dangerous Petroleum in the Port of Kandla

(1) The cargo boat must be of iron or steel in good repair, painted red and holding a cargo boat license for the year.

(2) The cargo boat must have a water-tight collision bulkhead forward and a water-tight bulkhead at the after end of the cargo space.

(3) No wood is to be used in the construction or fittings such as linings of the spaces fore and aft of the bulkheads, etc., but external rubbing strakes of wood will be permitted.

(4) Masts, if fitted, shall be of iron or steel and if no mast be fitted there shall be provided an iron or steel stanchion 15 feet high on which the red flag prescribed below shall be exhibited.

(5) Bilges are to be covered with iron or steel plates; gratings or perforated plates through which the state of the bilges can at all times be readily examined.

(6) Wire ropes only are to be used for securing the cargo boat to the tug or wharf but hemp or coir hawsers may be allowed for securing the cargo boat to a vessel lying in the harbour.

(7) Two anchors shall be carried with at least 15 fathoms of chain cable for each.

(8) The anchors shall be carried one at each end of the cargo boat and, when going alongside a wharf to discharge, both anchors are to be let go some distance off and the cargo boat is then to be hauled alongside by wire ropes and secured.

(9) The cargo boat shall be decked fore and aft with iron or steel and the hatch covers shall be fitted with hinges and securing nuts to close down and to be as air-tight as possible.

(10) A pump shall be fitted leading to the bilges.

(11) Two deck sockets of suitable diameter for carrying cowl ventilators shall be fitted in each compartment as "down-takes" and "Up-takes" respectively.

(12) The ventilating shafts shall be carried down to within 6" of the floors and the cowl protected against sparks by 32 mesh wire. The deck sockets may be spaced diagonally or in a fore and aft line as convenient and shall be fitted with valves or plugs to prevent the intake of air from the cargo space when required.

(13) A red flag not less than 6 feet by 4 feet with good halyards shall be carried.

(14) The cooking galley, if fitted, shall be provided with a lock so that it can be secured from use when necessary.

(15) A buoy, which shall be a drum measuring 1' 9" in length and 1' 2" in diameter painted red and properly strapped with an iron band in the middle having a ring attached to which shall be secured a 3" rope 15 fathoms long, shall be attached to such part of the lighter as is least encumbered with spars, the position to be approved by the Deputy Conservator.

NOTE.—The Rules regulating the importation, possession and transport of petroleum apply *mutatis mutandis* to the importation, possession and transport of acetone, wood naphtha and methyl alcohol.

[No. 3-PII(91)/54.]

T. S. PARASURAMAN, Dy. Secy.

(Transport Wing)

PORTS

New Delhi, the 23rd March 1955

S.R.O. 703.—In exercise of the powers conferred by sub-section (1) of section 35 of the Indian Ports Act, 1908 (XV of 1908), the Central Government is pleased to direct that fee for services rendered to vessels at the Port of Kandla in respect of petroleum products shall be levied as specified in the schedule hereto annexed, namely:—

SCHEDULE

Charges for pumping bulk oil through the pipe line

S. No.	Range of quantity to be pumped	Rate in pipes per gallon	
		White O	Black Oils
1	Less than 3,00,000 tons . . . }	1.77	2.01
2	From 3,00,000 tons to 4,00,000 tons		
3	From 4,00,001 to 5,00,000 tons . . .	1.47	1.67
4	From 5,00,001 to 6,00,000 tons . . .	1.27	1.45
5	From 6,00,001 to 7,00,000 tons . . .	1.14	1.30

[No. 3-PII(144)/54.]

S.R.O. 704.—In exercise of the powers conferred by sections 5 and 6 of the Bombay Landing and Wharfage Fees Act, 1882 (Act No. VIII of 1882), as applied to the Port of Kandla in the notification of the Government of India in the Ministry of Transport No. 14-P(89)/49-I, dated the 29th June 1950 and in partial

modification of the notification of the Government of India in the Ministry of Transport No. 14-P(89)/49-II, dated the 25th July 1950, in so far as it relates to petroleum and petroleum products, the Central Government hereby directs that fees on petroleum products landed, shipped or stored at the said port shall be levied by the Development Commissioner, Kandla or by an officer deputed by him for the purpose as indicated below:—

Wharfage charges on petroleum and petroleum products

Serial No.	Particulars of goods	Unit	Rate
1	Diesel oil in bulk	Gallon	Rs. a. p. 0 0 2
2	Diesel oil in drums	54 Gallons	0 12 0
3	Fuel oil in bulk N.O.R.	Gallon	0 0 2
4	Fuel oil in drums	54 Gallons	0 12 0
5	Kerosene oil in bulk	Gallon	0 0 2
6	Kerosene oil packed	54 Gallons	0 12 0
7	Lubricating oil in bulk	Gallon	0 0 5
8	Lubricating oil in drums, tins, packed in cases	54 Gallons	1 8 0
9	Petrol in bulk	1 Gallon	0 0 5
10	Petrol packed	54 Gallons	1 8 0

[No. 3-PII(144)/54.]

A. V. SUBRAMANIA, IYER, Under Secy.

(Transport Wing)

PORTS

New Delhi, the 24th March 1955

S.R.O. 705.—In pursuance of the provisions of clause (3) of section 3 of the Indian Ports Act, 1908 (XV of 1908), the Central Government hereby authorises Shri Wallimahomed Esmail Fadra, Chief Officer of the Scindia Steam Navigation Company's Coasting Steamers, as a Licensed Officer to pilot vessels in the Port of Bombay, subject to the restrictions laid down in Part XII of the Bombay Port Trust Pilotage By-Laws.

[No. 8-PI(43)/55.]

New Delhi, the 28th March 1955

S.R.O. 706.—In pursuance of sub-section (3) of section 6 of the Bombay Port Trust Act, 1879 (Bombay Act VI of 1879), the Central Government hereby publishes the following returns received from (i) the Millowners' Association, Bombay (ii) the Indian National Steamship Owners' Association (iii) the East India Cotton Association Limited, Bombay (iv) the Bombay Chamber of Commerce, Bombay (v) the Maharashtra Chamber of Commerce, Bombay (vi) the Indian Merchants' Chamber, Bombay and (vii) the Bombay Municipal Corporation:—

Returns showing the names of persons elected in accordance with the provisions of the Bombay Port Trust Act, to be members of the Board of Trustees of the Port of Bombay for a period of two years from the 1st April, 1955.

Name of Electing Body	Name of persons elected
The Millowners' Association, Bombay	Shri Krishnaraj Madhavji Damodar Thackersey.
The Indian National Steamship Owners' Association.	Shri Visant J. Sheth.
The East India Cotton Association Limited, Bombay.	Shri Madanmohan R. Ruia.
The Bombay Chamber of Commerce, Bombay.	{ Shri A. H. Hume. Shri S. M. Scott.
The Maharashtra Chamber of Commerce, Bombay.	Shri B. D. Garware.
The Indian Merchants' Chamber, Bombay	{ Shri Babubhai M. Chinai. Shri Ramdas Kilachand. Shri Murarji J. Vaidya. Shri Vallabhdas VasANJI Mariwala. Shri Jayantilal R. Mehta. Shri M. A. Master.
Municipal Corporation of Greater Bombay.	{ Shri Jamnadas K. Kothari. Dr. S. G. Patel, M. B., B. S.

[No. 8-PI(296)/54-A.J

K. NARAYANAN, Under Secy.

MINISTRY OF PRODUCTION

New Delhi, the 23rd March 1955

S.R.O. 707/Ess. Sup./Salt(3).—In exercise of the powers conferred by section 3 of the Essential Commodities Ordinance, 1955, (Ordinance 1 of 1955) the Central Government makes the following Order:—

(1) This Order may be called the Salt (Reserve Stocks) Order, 1955.

(2) It shall come into force at once

2. In this Order—

(a) "importer" means a person who imports salt at Calcutta by sea, whether foreign or indigenous sources;

(b) "Salt Commissioner" means the Salt Commissioner to the Government of India.

3. Every importer of salt shall store, not less than fifteen per cent. of the quantity of salt imported by him, in the Government godshouse at Calcutta, but the Salt Commissioner, may at his discretion, vary from time to time the percentage of salt to be stored so as not to reduce it below 5 or increase it above 15.

4. The quantity of salt stored under clause 3 shall be treated as a reserve and no dealer shall sell or otherwise dispose of such quantity of salt or any part thereof, without the permission in writing of the Salt Commissioner or any officer authorised by him in this behalf.

5. All small imports from Tuticorin not exceeding 2,000 tons are exempted from the operation of this Order.

6. This Ministry's Notification No. 14(4)/53-Fy.II, dated the 26th March, 1954 is hereby rescinded.

[No. 14/4/53.Fy.II.]

A. NANU, Dy. Secy.

MINISTRY OF WORKS, HOUSING AND SUPPLY

New Delhi the 25th March 1955

S.R.O. 708.—In exercise of the powers conferred by section 22 of the Requisitioning and Acquisition of Immovable Property Act, 1952 (XXX of 1952), the Central Government hereby directs that the following amendment shall be made in the Requisitioning and Acquisition of Immovable Property Rules, 1953, namely:—

In sub-rule (1) of rule 10 of the said Rules, for the words “the Central Government may, if it thinks fit, enlarge from time to time, the time for making the award”, the words, figures, letter and brackets “the Central Government or the authority to which the power of the Central Government under clause (b) of sub-section (1) of section 8 has been delegated, may, if it thinks fit, whether the time for making the award has expired or not and whether the award has been made or not, enlarge, from time to time, the time for making the award”, shall be substituted.

[No. EII-24(1)/55.]

N. N. IENGAR, Dy. Secy.

MINISTRY OF LABOUR

New Delhi, the 22nd March 1955

S.R.O. 709.—In pursuance of section 36 of the Employees' State Insurance Act, 1948 (XXXIV of 1948), the annual report and the audited accounts for the year 1952-53 of the Employees' State Insurance Corporation as finally adopted by the Corporation are hereby published for general information.

ANNUAL REPORT OF THE EMPLOYEES' STATE INSURANCE CORPORATION FOR THE FINANCIAL YEAR 1952-53

The Director General has the honour to present a review of the work and activities of the Employees' State Insurance Corporation for the year ended the 31st March, 1953.

PART I

2. Standing Committee.—During the period under report, two meetings of the Standing Committee of the Corporation were held, one on the 9th December, 1952, and the other on the 16th March 1953. One of the important items discussed in the meeting held on the 9th December, 1952, was the need of appointing a Sub-Committee to examine certain aspects of the Scheme in the light of experience and to report on the desirability of larger delegation of administrative functions at regional level. A sub-committee was accordingly constituted, which submitted a comprehensive report. The meeting of the Standing Committee held in March, 1953, considered this report.

3. Corporation.—A meeting of the Corporation was held on the 11th December, 1952, in which the following matters, among others, were considered:—

- (a) Adoption of the Annual Report and the Audited Accounts of the Corporation for the year 1951-52.
- (b) Approval of certain draft amendments to the Employees' State Insurance (General) Regulations, 1950, for publication in the Gazette, for inviting comments.
- (c) Approval of certain amendments to the Employees' State Insurance Corporation (Provident Fund) Regulations, 1951.
- (d) Approval of the Revised Budget Estimate for the year 1952-53 and the Budget Estimate for the year 1953-54.

- (e) Delegation of further necessary powers under the Central Rules, General Regulations and on certain administrative matters, recommended by the Standing Committee.
- (f) Approval to the adoption of the panel System of medical care in the States of Bombay and Punjab, subject to certain conditions.
- (g) Constitution of a Sub-Committee for reporting on the various aspects of the Scheme, including the extent, if any, to which, within the present framework of the Act, economy and efficiency could be effected by decentralization of certain administrative powers and functions.
- (h) Utilization of the existing dispensaries and hospitals run by employers, for the provision of Medical Benefit to the insured persons in the different States.

4. Sub-Committee.—The Sub-Committee appointed by the Corporation at its meeting in December 1952 held three sittings, on the 10th January, the 11th February and the 6th March, 1953. The principal recommendations of the Sub-Committee were as follows:—

- (a) The Employees' State Insurance Fund should not be decentralised.
- (b) The Employees' State Insurance Corporation should have financial control over the Regional Boards and uniformity should be maintained in regard to all major matters of policy.
- (c) The composition of the Regional Boards should be modified on the lines they indicated.
- (d) Regional Boards should be vested with certain executive powers.
- (e) Regional Boards with local knowledge should be able to advise the Corporation effectively on major matters, such as, settlement of fees for Panel Doctors, choice between the Service System and the Panel System, utilisation of the existing local medical facilities provided by the employers, etc. etc.
- (f) The State Governments should be persuaded to pay their share of the expenditure connected with the medical benefits, and that share should, in no circumstances, be less than one-third of such benefits.
- (g) Maintenance of statistics should be improved and also simplified, by devising suitable forms.
- (h) The cost of medical care was expected to be Rs. 21/12/- per employee per annum—Rs. 9 per employee for out-door treatment of an insured person, Rs. 3/12/- per employee for hospitalisation, on the basis of one bed for every 1,000 employees, and Rs. 9 per employee for out-door treatment of their families. The Sub-Committee considered that, for domiciliary visits for families, a small fee not exceeding Re. 1 per visit, may be charged by the Doctor.

The report of the Sub-Committee dated the 16th March, 1953, embodying the above recommendations was placed before the eighth meeting of the Standing Committee held on the same date and was adopted.

5. No meeting of the Medical Benefit Council could be arranged during the year under report.

6. Regional Boards.—(a) **Setting up of Regional Boards.**—A Regional Board for Kanpur was inaugurated by the Director General on the 23rd April, 1952. The Delhi Regional Board was inaugurated by the Union Deputy Labour Minister on the 8th September, 1952. During the period under Report, the Regional Board for Delhi met five times and that for Kanpur four times.

(b) The Labour Ministers of West Bengal, Madras and Bombay were requested to agree to the constitution of ad hoc Regional Boards, on the lines recommended by the Sub-Committee, mentioned above, for such time as the amendment of Regulation 10 was not finally adopted. In this connection, the Union Labour Minister, who is the ex-officio Chairman of the Corporation, also addressed the Labour Ministers of the States of Bombay, West Bengal, Madras, U.P. and Delhi, requesting them to agree to be the Chairman of the proposed Regional Boards. As they all agreed to this proposal in principle, efforts during the year were directed towards completing the arrangements for setting up the Boards on the new basis.

7 Regional Directors' Conference.—During the period under review, two conferences of the Regional Directors of the Corporation were held at the Headquarters, one in May, 1952, and the second in February, 1953, to discuss the various problems connected with the implementation and running of the Scheme.

8. Enforcement of the provisions of the Act.—(a) The following notifications under the Employees' State Insurance Act, 1948, were issued by the Central Government during the period under report:—

- (i) A notification under Section 73A of the Act, to provide that, in the calculation of the Wage Bill, in respect of the first quarter ending on the 31st March, 1952, only a proportionate amount be included for the wage period current on the 24th February, 1952.
- (ii) A notification by the Central Government amending the Employees' State Insurance (Central) Rules 1950, so as to extend the same to the 'whole of India except the State of Jammu and Kashmir.'
- (iii) A notification under Section 1(3) of the Act, bringing sub-section (1) of Section 75 and Sections 77, 78, 79 and 81 of Chapter VI of the Act into force from the 1st September 1952.
- (iv) A notification under Section 73B of the Act, specifying certain authorities who will decide any question or dispute, arising within their jurisdiction, in respect of special contributions payable or recoverable, under Chapter V-A of the Act.

(b) The following notifications, of general interest, were issued by the Corporation during the period under review:—

- (i) A notification, under Section 47 of the Act, waiving the condition requiring payment of a minimum number of 12 contributions during contribution period, for title of an insured person to sickness benefit during the corresponding benefit period, in respect of those insured persons in Delhi and Kanpur who were allotted set 'C' of the first contribution period, because, in that contribution period, there were only 14 weeks in all.
- (ii) A notification specifying the 'Appropriate Regional Office' and 'Appropriate Local Office' for purposes of the General Regulations.
- (iii) A notification constituting the Regional Board, Delhi, with effect from the 31st July, 1952.
- (iv) A notification amending Regulations 2, 4, 5, 14, 29, 35 of the Employees' State Insurance (General) Regulations, 1950, and also form No. 2 (Contribution Card) and Form No. 6 (Return of Contribution Card)..

(c) The following notifications were issued by the Director General during the period under report:—

- (i) A notification relaxing the requirement of Regulation 18 of the Employees' State Insurance (General) Regulations, 1950, so as to reduce the fee for the issue of a duplicate identity card from Rs. 2 to Anna 8, as a temporary measure.
- (ii) A notification relaxing the requirement of Regulation 31(a) of the Employees' State Insurance (General) Regulations, 1950, so as to extend the period for payment of employer's contribution to 14 days, instead of 10 days, in the case of the employers employing 1,000 employees or more.
- (iii) A notification, in partial modification of the notification No. RS/9/52-3, dated the 16th February, 1952, under Section 73E of the Act, according to which employers covered by the definition of 'factories' under the Act, were required to furnish necessary information to the Regional Directors, even without being asked to do so individually.
- (iv) A notification relaxing the requirement of Regulation 59 of the Employees' State Insurance (General) Regulations, 1950, so as to permit the issue of intermediate certificates for periods extending upto 4 weeks in case of sickness also, in certain circumstances.
- (v) A notification relaxing the provisions of Regulation 64, for a period of one year with effect from the 3rd July, 1952, to allow cash benefits in case of delayed submission of the first certificate, if due to bona fide reasons, for a period upto 7 days, instead of a period upto 3 days only, before the date of submission.

9. Working of the Scheme in Delhi and Kanpur.—(a) (i) The employment injury claims continued to be paid throughout the year, as no contributory conditions are attached to this benefit. The payment of the Sickness and the Maternity Cash Benefits, however, commenced only from the 23rd November, 1952.

(ii) 203 employers employing, 82,075 employees, were attached to 11 Local Offices in Kanpur, and 328 employers, employing 38,745 employees, to 4 Local

Offices in Delhi. Due to the exemption of the Defence Factories from the scope of the Scheme, the Local Office opened in the Delhi Cantt. area was closed during the year.

(iii) As against the number of employees quoted in the foregoing para., the number of insured persons at Kanpur and Delhi on the 31st March, 1953 stood at 1,15,728 and 56,757 respectively. The above difference between the numbers of employees and insured persons was due to the fact that insured persons continued to remain eligible for Medical care even though they might no longer be in employment till their names could be removed after a reasonable period.

(iv) During a short period of about 4 months from 23rd November 1952 to 31st March 1953, 18,225 insured persons in Kanpur and 4,775 in Delhi received sickness benefits amounting to Rs. 2.61 lakhs and .89 lakhs respectively. During the same period, 6 insured women at Kanpur and 6 at Delhi received Maternity Benefits, amounting respectively to Rs. 507 and Rs. 451 in all. The amounts paid as Temporary Disablement Benefits at Kanpur and Delhi were Rs. .61 lakhs and Rs. .35 lakhs, while the pensions paid for Permanent Disablement and Death resulting from employment injury at Kanpur and Delhi amounted to Rs. 2,864 and Rs. 417 respectively, during the same period.

(b) **Provision of Medical care.**—(i) At the close of the period under report here were 13 dispensaries working in Kanpur and 16 dispensaries, including part-time dispensaries and Panel Doctors' clinics in Delhi.

(ii) During the period under report the total attendances at the State Insurance Dispensaries in Kanpur and Delhi were 5,93,564 and 3,03,933 respectively. The average daily attendances, on the basis of 30 working days in a month, are about 1,730 and 893 respectively. Domiciliary visits paid at Kanpur and Delhi numbered 7,287 and 2,148, 1,168 and 226 cases were referred to hospitals for admission and 3,005 and 4,335 for special investigation. The total number of certificates issued at Kanpur and Delhi were 1,65,112 and 49,076 respectively.

(iii) Arrangements for attending to emergency cases at all hours of the day and the night have been made in some of the dispensaries at Kanpur and Delhi.

(iv) Complaint books have been placed in the Dispensaries for record of complaints regarding medical care by or on behalf of insured persons.

(v) Proposals for adding a 50-bed annexe to one of the existing hospitals in Delhi and a similar annexe of 80—100 beds to an existing hospital at Kanpur were taken up with the State Governments.

(vi) An unfortunate incident occurred at Kanpur on the 8th May, 1952. On that day, a mob of about 500 misguided employees of Kanpur raided the Gwaltoli S.I. Dispensary as well as the Regional Office of the Corporation. Enquiries revealed that, on Sunday, the 4th May, 1952, Shri Budhal, an insured employee, met with an accident, resulting in severe burns, and immediately after the injury was removed to the U.M. Memorial Hospital, direct by the employer, where he died on the 7th May, 1952. It was given out by some persons that the death was due to neglect on the part of the S.I. dispensary, although, in fact, Shri Budhal was not under treatment at the S.I. Dispensary at any time; the question of apathy or indifference on the part of the dispensary authorities did not therefore arise. Defendants' Benefit, which is admissible in such a case, was duly sanctioned to the dependants of the deceased and is being drawn by them. The Gwaltoli Dispensary, which was put out of action temporarily, started functioning again from the 1st June 1952.

(c) The following administrative instructions were issued during the period under review for obviating inconveniences caused to Employers and Insured persons in certain cases:—

(i) The Insurance Medical Officers were authorised to indicate, in the certificates issued for the employers, the probable duration of sickness or disablement of an insured person, upto a limit of 7 days; if a sickness extended beyond this period a fresh certificate was to be issued.

(ii) Certain broad outlines of the types of alternative evidence of sickness which the Regional Offices might accept, under the proviso to Regulation 53 of Employees' State Insurance (General) Regulations, 1950, were intimated to them with a view to covering the hard cases of those insured persons who might fall ill while on leave at outstations where the Scheme is not yet in force.

10. Inspection Offices.—(a) During the period under report, Inspection Offices were set up at the following places:—

REGIONS :

Kanpur	Delhi	Bombay	Madras	Calcutta
Meerut	Ludhiana;	Surat	Guntur	Kharagpur
Agra	Amritsar ;	Ahmedabad;	Coimbatore	Serampur
Allahabad		Sholapur	Hyderabad	Howrah
		Nagpur ;	Bangalore	Assanol
		Rajkot ;	Trichinopoly;	Patna
		Poona;	Kozhikode;	Shillong
		Indore	Trivandrum ;	
		Jubbulpore,		

(b) The following figures indicate the number of inspection of factories carried out by the Inspectors during the period under review, with a view to ensuring compliance with the provisions of the Act:—

Region	Number of Inspections.
Kanpur	755
Delhi	18
Bombay	1485
Calcutta	817
Madras	252
	<hr/>
	3327

11. Financial and Accounting Arrangements.—(i) During the period under report, the income from the sale of contribution stamps (intended for payment of employees' contribution) and from special contributions realised from the Employees amounted to 30.72 lakhs and 131.41 lakhs respectively:

(ii) Net outstanding loans aggregating 36.42 lakhs taken from the Central Government for meeting the administrative expenses of the Corporation in the earlier years were completely repaid in 1952-53 out of the contribution realised. Further, surplus funds to the extend of Rs. 81.42 lakhs were invested in Government of India securities.

(iii) The following new accounts were opened with the Imperial Bank of India during the year:—

1. ESI Fund—Account No. 1—Regional Office, Bombay.
2. ESI Fund—Account No. 1—Regional Office, Calcutta.
3. ESI Fund—Account No. 1—Regional Office, Madras.

(iv) The Revised Estimates for 1952-53, and the Budget Estimates for 1953-54 for the Sanctioned Measures as well as for the new proposals, as adopted by the Corporation, were approved by the Central Government.

(v) The audit of the accounts of the Corporation for the year 1951-52 was conducted, as in the previous years, by Government Auditors appointed by the Central Government, during the course of 1952-53. The Central Government requested the Comptroller and Auditor General of India to arrange for this and who appointed the Accountant General, Central Revenues, to carry out the work.

12. Arrangements for the implementation of the scheme in other areas.—
Punjab.—(1) Efforts to implement the Scheme in the Punjab by the target date, in August, 1952, as approved by the Corporation, were continued. Several meetings were held between the officials of the Corporation and the Ministers and Officials of the State Government with a view to deciding which system of medical treatment, Service or Panel, should be adopted in the Punjab State and to discuss the various problems connected therewith,—such as the terms of service of the panel doctors, the amount of capitation fees etc., etc. It was agreed that in the Punjab, the Panel System should be tried. The State Government accordingly selected a group of panel practitioners for Amritsar, Ambala, Ludhiana, Jullundar, Abdullapur and Bhiwani, in consultation with the Corporation.

(ii) Local Offices of the Corporation were set up at Amritsar, Batala, Jullundur, Ludhiana, Bhiwani and Ambala; two sub-Local Offices were also set up at Abdullapur and Chheherta. During the last two months of the period under report, these offices devoted themselves to the registration of the insurable employees. 396 factories were surveyed by the Managers of the various Local Offices in connection with the registration work, who also rendered the necessary assistance to the employers for filling in the Declaration Forms. During the period under review, 136 employers completed the filling in of the Declaration forms in respect of their respective employees and 5,995 Declaration forms were received at the Regional Office, Delhi, from the various Local Offices.

(iii) The draft Punjab Employees' State Insurance (Medical Benefit) Rules, for the Panel System of medical treatment, were published by the State Government in their Gazette vide Notification No. 1257-LP-53/15553, dated the 11th March, 1953, for inviting comments.

Bombay.—The Corporation had agreed earlier to the adoption of the "Panel System" of medical treatment under the Scheme for the State of Bombay. During the period under review, negotiations for the fixation of a suitable capitation fee for the Panel Doctors were carried on by the State Government and the Corporation with the medical profession; no agreement could, however, be reached due to

there being a wide gulf between the fees asked for by the profession and those which the Corporation and the State Government were in a position to pay. The State Government felt that they could not suggest a target date for the implementation of the Scheme, until certain issues such as (a) sharing of the expenditure on medical care, (b) fixation of the rate of capitation fee and (c) terms and conditions of service of the panel doctors, had been finally settled.

Madhya Pradesh.—As a result of discussions between the officials of the State Calcutta City and the Howrah District, in the first instance, and decided to adopt were being taken by them to appoint an Administrative Medical Officer and his staff for the implementation of the Scheme in certain centres of that State.

West Bengal.—The State Government agreed to implement the Scheme in the Calcutta City and the Howrah District, in the first instance, and decided to adopt the 'Panel System', instead of the 'Service System', for the provision of medical care. The State Government was requested to apply the Scheme simultaneously to the other contiguous areas of Greater Calcutta also, if possible, with a view to avoid administrative difficulties, but, after consultation with the Government the original limits of Howrah District and Calcutta City were accepted.

Madras.—Discussions were held between the officials of the Corporation and of the State Government for the fixation of a target date for the implementation of the Scheme in Madras City and the suburbs some time in July 1953. That Government, however, decided, instead, to implement the Scheme at Coimbatore, in the first instance, instead of Madras, and to fix the target date only after the preliminary details had been worked out and considered. As a step towards the implementation of the Scheme, the State Government was requested to (a) appoint an Administrative Medical Officer and his staff for taking up the preliminary work before the implementation of the Scheme, (b) make the necessary budget provisions and (c) finalise the Employees' State Insurance (Medical Benefit) Rules.

• **Mysore.**—Towards the close of the period under report, the State Government started a survey of the medical facilities provided at present by the Government and the employers and of the residential concentrations of the employees in Bangalore.

Hyderabad.—The State Government deputed their Assistant Director of Public Health to study the working of the Employees' State Insurance Scheme in Delhi and Kanpur and expressed their willingness to implement the Scheme in April 1954, in accordance with the programme of implementation approved by the Corporation.

Travancore-Cochin.—The State Government agreed, in principle, to implement the Scheme in or about April 1954.

13. Adjudication.—One whole time Employees' Insurance Court in Kanpur and one part time such court in Delhi were functioning during the period. Special tribunals were also set up in other States for deciding questions or disputes relating to the employers' special contribution.

14. Publicity.—Publicity of the Scheme was carried out on the following lines:—

(a) A number of talks and dialogues by the Principal and other Officers of the Corporation on the A.I.R.

(b) Articles and news-items contributed to the daily papers.

(c) A pamphlet, in Hindi and Urdu, issued on the occasion of the beginning of the first Benefit Period in Delhi and Kanpur, to acquaint the insured persons with the procedure for claiming cash benefits for sickness and maternity.

15. Export Assistance from the I.L.O. Fellowships and Foreign Visitors.—(i) Under the expanded programme of Technical Assistance, the services of three I.L.O. experts on Social Security were made available to the Corporation in September-October 1952, for six months, for advising the Corporation, in its initial stages, on organisation and methods, training of personnel, and development of the panel system of medical care. The I.L.O. Expert on Training conducted two training courses in February, 1953, for selected officials of the Corporation, with a view to training instructors in the methods and techniques of teaching. Instructional films on training programme and methods and techniques of training were also shown to the Trainees as well as to the Regional Directors and the Officers at the Headquarters. The experts remained in India until March, 1953, and their reports were still awaited at the end of the period under report.

(ii) Two officers of the Corporation were deputed abroad as Fellows of the United Nations to study the National Insurance Scheme in the U.K.; they returned to India after completing their fellowships during the period under report.

(iii) Mr. Aneurin Bevan, Ex-Health and Housing Minister of the U.K., addressed a joint meeting of the officers and staff of the Corporation at Headquarters on the 17th February, 1953.

16. Staff Arrangements.—(i) In the beginning of the year under report, there were three Principal Officers in position, namely, the Director General, the Insurance Commissioner and the Chief Accounts Officer.

(ii) The Corporation lost Shri B. N. Sen Gupta, who joined the Corporation as its Chief Accounts Officer only in March, 1952, owing to his sad demise on the 4th July, 1952, after a brief illness. The post of the Chief Accounts Officer remained vacant until February, 1953, when Shri K. Batabyal, an officer of the Indian Audit and Accounts Service, joined the Corporation.

(iii) The post of Actuary remained unfilled throughout the year.

(iv) The Regional Offices of the Corporation in Bombay, Calcutta and Madras, which started functioning about the end of the year 1951, after the passing of the Employees' State Insurance (Amendment) Act, 1951, were reinforced with the appointment of the requisite staff for carrying out the work of collection of employers' special contribution as well as the preliminary work connected with the implementation of the Scheme in these Regions. In accordance with the programme of implementation, it was proposed to implement the Scheme in Greater Bombay, Bangalore, Coimbatore, Calcutta city and Howrah during the year 1952 and early in 1953 and the necessary staff for the implementation of the Scheme in these areas was also got sanctioned. As an agreement in the matter of sharing of costs of medical benefits to be provided to the insured persons could not be reached with the State Government of Bombay, and as the other State Governments concerned also could not indicate the approximate dates from which they could implement the Scheme in their States, the target dates for these areas could not be fixed and recruitment of staff for the implementation of the Scheme was, therefore, mostly deferred.

(v) The staff position in the Headquarters and the various Regional Offices of the Corporation, in the beginning and the end of the year are indicated below:—

(A) On 1st April, 1952.

Serial; No. ;	Classification of posts as proposed 1 2	Sanct- ioned strength 3	No. of posts filled up 4	Remarks 5
1	Class I (Gazetted), including the posts of Principal Officers.	14	10	The main reasons for a large number of posts remaining unfilled are that the
2	Class II (Gazetted)	66	40	
3	Class II (Non-Gazetted Officers)	6	3	

1	2	3	4	5
4. Class III (Officers)		63	29	additional posts sanctioned for implementing the Scheme
5. Class III (Ministerial Staff)		490	270	in new areas are
6. Class IV		186	136	not filled until the target dates for implementation of the Scheme in new areas are fixed.
TOTAL		825	488	Other vacant posts are also filled as and when necessity arises.

(B) *On 31st March, 1953.*

1. Class I (Gazetted) including the posts of Principal Officers. . . .	14	10
2. Class I (Gazetted)	87	54
3. Class II (Non-Gazetted Officers)	6	5
4. Class III (Officers)	124	59
5. Class III (Ministerial Staff)	1,002	442
6. Class IV	466	199
TOTAL	1,699	769

(vi) With a view to effecting economy in the administrative expenditure, the scales of pay of the posts of Insurance Inspectors, Grade I, carrying the scale of Rs. 250—25—600, and of Insurance Inspectors, Grade II, carrying the scale of Rs. 200—20—400, were revised during the year under report, for the future entrants, and fixed at a common scale of pay of Rs. 160—10—330. Similarly, the scale of pay of the posts of Assistants in the Headquarters Office was also revised from Rs. 160—10—330—EB—15—450 to Rs. 160—10—330. It was also decided to down-grade 4, out of the 6 sanctioned posts of Senior Superintendents in the scale of Rs. 400—20—500 in the Headquarters Office, to the scale of Rs. 250—15—400, as and when these posts fell vacant. The above proposals were approved by the Standing Committee as its meeting held on the 9th and the 10th December, 1952.

(vii) The building of the Corporation in Bombay remained occupied by the Regional Office of the Corporation, some of the residential flats therein having been let out to certain employees of the Corporation. The major portion of the remaining vacant area was let out, on appropriate rent, to the Central Government, for accommodating some of its offices and staff located in Bombay, for such time as the target date for implementing the Scheme in Bombay is not fixed, when almost the whole building, other than perhaps some residential portions, is likely to be required for the Regional Office, Bombay, and one Local Office.

17. Statistical tables giving certain detailed information regarding the working of the Scheme are indicated in part II of this report for information.

18. The Employees' State Insurance Act was passed as far back as in 1948 and in the period of about 5 years, intervening between the passing of the Act and the close of the year under report, the benefit provisions of the Scheme could be introduced in Delhi and Kanpur only, the implementation in the Punjab being imminent. The progress made cannot, by any means, be said to be satisfactory, but the foundation for the extension of the Scheme in other places in the country

has been laid, and it is hoped that, with the experience that we have gathered from the working of the Scheme in Delhi and Kanpur, it will now be possible to introduce it in other areas with greater expedition and confidence. In the arrangements for the extension of the Scheme to other places, it will also be possible to avoid the drawbacks and shortcomings experienced in the introduction of the Scheme in the earlier stages.

19. Our experience of the working of the Scheme is still very limited both in time and extent. Upto the close of the period under report, the disablement and the dependants' benefits had been payable for slightly over 13 months only, while the sickness and the maternity benefits had been payable for only a little over 4 months. The incidence of cash benefits in Delhi and Kanpur during this limited period has been found to be considerably more favourable than what was assumed in the Actuarial Estimates for these benefits. As, however, the experience gained so far is, not much, being limited very greatly in both area and time, it cannot be relied upon with confidence, and it is too early to say what the experience all over the country will ultimately be. It is, however, heartening to note that so far, there has practically been no evidence of any attempt to take undue advantage of the benefit provisions of the Scheme.

20. During the year under report, there were some complaints against the working of the Scheme. As the principal cash benefits were payable only after about 9 months, there was a general feeling among the employees that the only benefit under the Scheme was the medical benefit. There were a number of complaints against this benefit. These complaints have broadly been of three types: first, there were complaints of the shortage of stocks of medicine in certain dispensaries and lack of cordial and sympathetic behaviour on the part of the doctors and other staff. These complaints have been largely redressed during the year under report, by action having been taken by the State Governments in consultation with the Corporation. Secondly, there have been complaints about the lack of facilities of specialist treatment and hospitalisation. Thirdly, there was a general feeling that medical care for families should also be made available under the Employees' State Insurance Scheme. The Corporation and the Standing Committee considered the second and the third questions at their meetings held in December, 1952, and March, 1953, and arrived at certain conclusions. At the close of the year under report, these matters had to be taken up with the State Governments with a view to improving the medical care in these respects as early as possible. The financial implications of the proposal for the extension of medical care to families need most careful consideration not only of the Corporation, which has to see that it can meet its share of these costs out of the contributions prescribed in Schedule I to the Act which will ultimately come into force, but also on the part of the State Governments who will have to find one-third of all costs of medical care from their resources.

21. The Employees' State Insurance Scheme is a venture with which many interests are concerned and the co-operation of all the parties is essential for its successful working. Despite some complaints which have been made, the attitude of the State Governments, the employers and the employees to the working of the Scheme has generally been very helpful and co-operative and the Director General takes this opportunity of thanking all the interests concerned for the same. He hopes that this co-operation will be forthcoming in the future also, so that the Scheme can maintain its progress in providing better and better benefits to the people whose interests it is intended to serve.

22. The Director General has also pleasure in recording his appreciation of the work done by the officers and the staff of the Corporation, under severe stress, during this period, when efforts were being made to introduce a Scheme in this country for which no previous experience was available. The task which lies ahead of us will continue to be strenuous, as the work of implementing the Scheme all over the country is, by no means, an easy one, but, if the fullest co-operation of the staff and all other interests concerned be forthcoming this should be possible within a reasonable period.

Common Seal
Employees' State Insurance Corporation.

Seal affixed in my presence,

(Sd.) [Illegible],
Director General.

New Delhi, the 27th November, 1954.

PART II—STATISTICS
TABLE I
Collection of Special Contribution

Period	Delhi Region	Amount Collected		Bombay Region	Calcutta Region	Madras Region					
		Kanpur Region									
April '52	..	78,593	1 0	21,614	1 3	1,86,597	11 9	42,053	5 0		
May '52	59,442	5 0	42,890	2 6	7,68,281	12 11	2,27,078	14 4	1,39,622	8 0	
June '52	8,145	9 6	11,410	2 9	72,905	7 3	75,015	8 7	11,829	7 6	
July '52	1,04,011	9 6	2,05,707	6 7	3,52,656	8 8	4,95,447	9 2	1,82,297	14 8	
August '52	74,492	2 0	88,152	3 6	8,64,089	5 6	4,32,355	13 5	2,14,441	1 9	
Sep. '52	14,476	11 6	7,106	1 3	76,953	10 4	91,816	8 0	19,139	3 0	
Oct. '52	1,03,901	7 6	2,23,948	9 3	11,20,921	12 0	4,56,406	5 0	2,94,446	7 0	
Nov. '52	82,211	7 9	96,294	14 3	6,19,396	1 6	6,27,972	10 6	1,75,339	1 9	
Dec. '52	14,835	0 3	6,982	0 3	92,027	15 1	1,78,613	5 6	33,962	13 3	
Jan. '53	1,16,969	8 3	1,99,019	11 0	9,37,797	13 4	6,44,033	2 6	2,12,629	6 0	
Feb. '53	71,553	2 6	1,28,263	11 0	7,59,364	13 7	5,07,913	15 0	2,41,293	9 0	
March '53	22,028	10 6	11,537	7 3	74,640	0 9	93,491	3 3	24,257	9 3	
TOTAL		6,72,067	10 3	10,99,905	6 7	57,60,649	6 2	40,16,742	11 0	15,91,312	6 2

TABLE II

Statement showing sale of Contribution Stamps in respect of Employees' Contribution in Delhi State and Kanpur Area during the financial year 1952-53.

	Months	Delhi State	Kanpur Area	Total
April '52	.	68,589 15 0	1,65,858 14 0	2,34,448 13 0
May '52	.	1,07,173 5 9	1,75,796 0 0	2,82,969 5 9
June '52	.	79,755 1 3	1,68,009 1 0	2,47,764 2 3
July '52	.	78,353 12 0	1,74,741 4 0	2,53,095 0 0
August '52	.	93,175 12 0	1,72,724 8 0	2,65,900 4 0
Sept. '52	.	76,345 9 0	1,73,154 0 0	2,49,499 9 0
Oct. '52	.	85,933 9 0	1,92,863 11 0	2,78,797 4 0
Nov. '52	.	63,861 5 0	1,78,817 10 0	2,42,678 15 0
Dec. '52	.	93,284 5 0	1,84,823 9 0	2,78,107 14 0
Jan. '53	.	64,786 2 0	1,67,397 8 0	2,32,183 10 0
Feb. '53	.	56,087 1 0	1,80,920 2 0	2,37,007 3 0
March '53	.	1,11,668 9 0	1,59,522 5 0	2,71,190 14 0
TOTAL	.	9,79,014 6 0	20,94,628 8 0	30,73,642 14 0

TABLE III
Statistics Regarding Employment Injury Cases

Region	Period	No. of Accident Reports received	Temporary Disablement			Permanent Disablement		Dependents	Benefit	Remarks	
			No. of Accidents involving abstention from work	No. of Disablement claims admitted	No. of Benefit Days	Amount Paid Rs. (Thousands)	No. of insured persons declared eligible				
1	2	3	4	5	6	7	8	9	10	11	12
Kanpur	.	24-2-52 to 31-3-53	6730	3522	1821	3263C	60	2133	2	731	
Delhi	.	24-2-52 to 31-3-53	2379	759	1237	19054	35	20	267	2	150

NOTE.—The difference between figures in column (3) and the sum of columns (4) and (5) is largely due to cases of employment injury involving not more than 7 days disablement.

TABLE IV
Statistics regarding Sickness Benefit Cases

Region	Period	No. of Insured Persons to whom benefit was paid	No. of Benefit Days	Amount paid in Rs. (thousands)	Remarks	
	I	2	3	4	5	6
Kanpur	23-III-1952 to 31-12-1952	4,427	23,783	60		
	Jan. 1953	4,473	37,839	67		
	Feb. 1953	4,069	32,675	58		
	March 1953	5,256	42,912	76		
	TOTAL	18,225	1,37,209	261		
Delhi	23-III-1952 to 31-12-1952	1,073	9,063	18		
	Jan. 1953	1,207	12,116	25		
	Feb. 1953	1,107	11,008	22		
	March 1953	1,388	11,825	24		
	TOTAL	4,775	44,012	89		

TABLE V
Analysis of the duration of Temporary Disablement and Sickness cases terminated during the period 24-2-52 to 28-2-53.

Duration Days	Temporary Disablement				Sickness Benefit			
	Cases terminated		% age to total		Cases terminated		% age to total	
	Kanpur	Delhi	Kanpur	Delhi	Kanpur*	Delhi	Kanpur	Delhi
1	48	58	2.24	5.20	1,328	2,447	4.13	18.03
2	70	50	3.28	4.48	3,738	1,016	11.61	7.49
3	110	63	5.14	5.64	4,622	1,313	14.36	9.67
4	134	91	6.28	8.15	4,427	1,309	13.75	9.64
5	132	61	6.18	5.46	3,245	1,116	10.08	8.22
6	93	48	4.35	4.30	2,754	1,149	8.56	8.46
7	154	86	7.21	7.70	3,751	1,187	11.65	8.75
8	156	98	7.31	8.78	1,272	934	3.95	6.88
9	185	74	8.67	6.63	752	449	2.34	3.30
10	135	54	6.32	4.84	796	359	2.47	2.64
11	130	55	6.08	4.92	781	315	2.43	2.32
12-14	264	119	12.36	10.66	1,799	762	5.59	5.61
15-21	224	104	10.49	9.32	1,439	618	4.47	4.60
22-28	85	56	3.98	5.02	610	224	1.90	1.65
29-35	53	36	2.49	3.23	293	160	0.91	1.18
36-42	53	26	2.49	2.33	149	61	0.46	0.45
43-49	22	9	1.03	0.81	124	35	0.39	0.26
50-56	22	11	1.03	0.98	91	30	0.28	0.22
57-63	18	8	0.85	0.71	62	16	0.19	0.10
64-70	18	4	0.85	0.36	57	14	0.18	0.10
71-77	5	2	0.23	0.18	19	17	0.06	0.12
78-84	1	..	0.04	..	16	29	0.05	0.21
85-91	4	..	0.18	..	12	5	0.04	0.04
92-98	3	1	0.13	0.09	5	1	0.02	0.02
Above 98	17	2	0.79	0.23	45	5	0.13	0.04
TOTAL	2,136	1,116	100.00	100.00	32,187	13,671	100.00	100.00

*From 1-8-52 to 28-2-53.

TABLE VI
Working of the Dispensaries.

Region	Period	Total Attendance	No. of Domicili- ary visits	No. of references made to hospitals for		No. of certifi- cates issued
				Admission	Special investi- gation	
Kanpur	Upto March 1952	28,016	324	134	188	5,666
	April 1952	34,413	659	109	202	8,102
	May 1952	34,882	602	99	156	9,504
	June 1952	33,859	487	90	167	9,179
	July 1952	45,381	468	90	188	11,887
	August 1952	79,505	681	115	311	21,237
	Sept. 1952	54,737	577	88	230	14,248
	Oct. 1952	46,904	554	80	226	14,498
	Nov. 1952	39,530	576	84	260	11,093
	Dec. 1952	55,462	676	106	299	16,155
	Jan. 1953	54,708	672	91	329	15,153
	Feb. 1953	52,405	667	106	304	15,341
	Mar. 1953	61,778	668	110	333	18,715
	Total for the year	5,93,564	7,287	1,168	3,005	1,65,112
	Since Appointed Day	6,21,580	7,611	1,302	3,193	1,70,778
Delhi	Upto to March 1952	15,613	95	9	164	1,226
	April 1952	26,925	99	16	257	2,111
	May 1952	25,527	194	34	464	2,516
	June 1952	24,282	163	13	387	3,032
	July 1952	33,589	194	17	321	4,574
	Aug. 1952	28,015	105	17	288	4,465
	Sept. 1952	26,649	105	25	285	3,983
	Oct. 1952	21,623	180	15	285	3,569
	Nov. 1952	19,543	185	27	307	3,874
	Dec. 1952	22,745	254	10	325	4,749
	Jan. 1953	23,435	236	19	416	4,876
	Feb. 1953	23,451	174	17	453	4,688
	March 1953	30,149	259	16	547	6,639
	Total for the Year	3,03,933	2,148	226	4,335	49,076
	Since Appointed Day	3,19,546	2,243	235	4,499	50,302

TABLE VII
Registration of Insured Persons

Region	Period	No. of new Registrations	No. of Registrations cancelled	No. of Registrations at the end of the period
I	2	3	4	5
Kanpur	Upto 31st March 1952	74,028	..	74,028
	April, 1952	7,405	1,126	80,367
	May, 1952	5,071	189	85,189
	June, 1952	5,253	42	90,400
	July, 1952	3,746	10	94,136
	August, 1952	2,887	54	96,969
	September, 1952	3,551	14	1,00,501
	October, 1952	2,904	19	1,03,391
	November, 1952	2,527	36	1,05,882
	December, 1952	3,653	113	1,09,422
	January, 1953	2,923	548	1,11,797
	February, 1953	2,273	63	1,14,007
	March, 1953	1,999	178	1,15,828
		<u>1,18,220</u>	<u>2,392</u>	
Delhi	Upto 31st October, 1952	53,095	2,089	51,006
	November, 1952	1,497	19	52,484
	December, 1952	940	Nil	53,424
	January, 1953	423	19	53,882
	February, 1953	1,548	59	55,173
	March, 1953	1,504	64	56,757
		<u>59,007</u>	<u>2,250</u>	

TABLE VIII
No. of Employers Attached to Local Offices.

Region	S. No.	Name of the Local Office	Exact location	No. of employers attached	No. of employees employed with employers in Column 5	
*	1	2	3	4	5	6
Kanpur	1.	Chamanganj	105/647, Faizabad, Chamanganj, Kanpur	32	8,903	
	2.	Darshanpurwa	Tea Stall Building, Darshanpurwa, Opp. J.K. Jute Mills, Kanpur	56	19,735	
	3.	Govindnagar*	One Shed in Block No. 9, Govindnagar, Kanpur	..	..
	4.	Gwaltoli	14/5, Gwaltoli, First Floor, Near Employment Exchange, Sub-Office Kanpur	18	22,309	

*Though there is no factory near this Local Office about 1,500 insured persons living near this office avail of it.

I	2	3	4	5	6
Kanpur-contd.					
	5. Jajmau	Premises of Shri Kashi Nath Bhalla, Near Labour Welfare Centre, Jajmau, Kanpur		15	1,747
	6. Juh ⁱ	BBR/86, Opp. Swadeshi Cotton Mills, Kanpur		13	14,530
	7. Latouche Road	78/48, Latouche Road, Near Capital Talkies, Kanpur		22	1,794
	8. Mirpur	21, Khapra Mohal, Kanpur		12	2,469
	9. Nawabganj	2/228, Anand Bhawan, Nawabganj, Kanpur		10	1,620
	10. Parkapur	58/64-65, Birhana Road, Opp. Kashi Jewellers, Kanpur		22	749
	11. Rambagh	104-A/2, Rambagh, Near Rly. Crossing, Kanpur		13	8,219
		TOTAL		203	82,075
Delhi					
	1. Connaught Place	Theatre Communications Building, Connaught Circus, New Delhi		74	5,112
	2. Jama Masjid	Municipal Dispensary Building Jama Masjid, Delhi		91	5,017
	3. Kishanganj	Opp. Standard Vacuum Oil Co. Petrol Pump, Old Rohtak Rd. Kishanganj, Delhi		103	18,601
	4. Subzimandi	Behind Birla Mills, Roshanara Extension Scheme, Subzimandi, Delhi		60	10,015
		TOTAL		328	38,745

TABLE IX
List of State Insurance Dispensaries.

Region	S.No.	Name of the Dispensary	Exact location
I	2	3	4
<i>Full-Time Dispensaries.</i>			
Kanpur	1. Chamanganj	88/392, Hamayun Bagh, Kanpur.	
	2. Darshanpurwa	Tea Stall Building, Opp. J.K. Jute Mill, Darshanpurwa, Kanpur.	
	3. Dy-Ka-Parao	86/334, Dev Nagar, Kanpur.	
	4. Govindnagar	One Shed in Block No. 9, Govindnagar, Kanpur.	
	5. Gwaltoli	14/5, Gwaltoli, Opp. The New Victoria Mills, Kanpur.	
	6. Jajmau	Premises of Shri Kashi Nath Bhalla, Near Labour Welfare Centre, Jajmau, Kanpur.	
	7. Juh ⁱ	85/71, Afim-Ki-Kothi, Hamirpur Road, Kanpur.	
	8. Latouche Road	78/42, Latouche Road, Near Capital Talkies, Kanpur.	
	9. Mirpur	21, Khapra Mohal, Kanpur.	
	10. Nawabganj	2/228, Anand Bhawan, Nawabganj, Kanpur.	
	11. Patkapur	26/103, Birhana Road, Opp. Elgin Mills Agencies, Kanpur.	
	12. Rail Bazar	668/397/1 (Now 305-A), Sircar Road, Near Police Out-post, Kanpur.	
	13. Ram Bagh	104-A/1, Rambagh, Near Rly. Crossing, Kanpur.	

1

2

3

4

Full Time.

DELHI .	1. Factory Road	Vinay Nagar, Delhi.
	2. Industrial Area	Close to Swatantra Bharat Mills, Najafgarh Road, Delhi.
	3. Jama Masjid	Municipal Dispensary Building, Jama Masjid, Delhi.
	4. Kishanganj	Old Rohtak Road, Near Rly. Clearing Accounts Office, Opp. Standard Vacuum Oil Co., Petrol Pump, Delhi.
	5. Mori Gate	Outside Morigate, Delhi.
	6. Paharganj	Opp. Khushal Singh Building, Chuna Mandi, Paharganj, Delhi.
	7. Subzimandi	Behind Birla Mills, Roshanara Extension Scheme, Subzimandi, Delhi.
	8. Mobile Van	

Part Time.

1. Azad Pur	Premises of Ajudhia Textile Mills, Azad pur.
2. Delhi Cantt. (Panel Doctor's Clinic).	Dr. G.C. Batra, Cantt. Board Hospital, Delhi Cantt.
3. Mehrauli	District Board Dispensary, Mehrauli.
4. Najafgarh	District Board Dispensary, Najafgarh, Village.
5. Nangloi	Nangloi State Dispensary, Nangloi.
6. Narela	District Board Dispensary, Narela.
7. Timarpur	Balak Ram Hospital, Timarpur, Delhi.
8. Willingdon Hospital	Willingdon Hospital, Delhi.

Common Seal

Employees' State Insurance Corporation.

Seal affixed in my presence.

New Delhi-2 the 27th November, 1954.

(Sd.) V. M. ALBUQUERQUE,
Director General.

AUDITED ACCOUNTS OF THE EMPLOYEES' STATE INSURANCE CORPORATION FOR THE YEAR 1952-53

AUDIT REPORT ON THE ACCOUNTS OF THE EMPLOYEES' STATE INSURANCE CORPORATION FOR THE YEAR 1952-53 WITH REPLIES OF THE CORPORATION

Audit Report on the accounts of the Employees' Replies given by the Director General, State Insurance Corporation, New Delhi, for the Employees' State Insurance Corporation to financial year, 1952-53.

PART I

1. Audit Note for the year 1950-51

Paragraph 4.—The question of defining the items of expenditure which should constitute "Administrative Expenses" is still under consideration of the Government of India.

Paragraph 5.—The accounts in respect of the expenditure of Rs. 8,000 out of the deposit of Rs. 59,710 made with the Central Public Works Department in connection with the construction of buildings at Kishanganj and Subzimandi were still due to be received from the Executive Engineer, Special Division 3, New Delhi. He may be asked to expedite the matter.

The question is under the active consideration of the Ministry of Labour at present.

The work relating to the construction of an outer boundary wall of one of the Local Offices has not yet been completed. The Executive Engineer was contacted personally and it is understood that the accounts of the work have not been closed by him (i) for want of details of expenditure relating to electric installations, etc., and (ii) because the work is still in progress. Earnest efforts are being made for the early completion of this residual work and the settlement of the accounts.

PART II

2. Present Audit—1952-53

The audit and examination of the accounts of the Corporation for the year 1952-53 was taken up in pursuance of the orders of the Comptroller and Auditor General of India, *vide* his U. O. No. 54/CA/20-52, dated the 13th March, 1952, and was conducted from the 3rd July, 1953 to the 4th September, 1953.

3. Annual Accounts for the year 1952-53

The accounts for the year 1952-53.—Income and Expenditure Account and the Balance Sheet—are attached as Appendices 'A' & 'B'. Under Section 36 of the Employees' State Insurance Act, 1948, the audited accounts are to be submitted to the Parliament.

4. Administrative Receipts.

The expenditure under the different heads of accounts during the year 1952-53, as compared with that of the previous year, is exhibited in Appendix 'C'. The increase in expenditure during the year under review over that of the previous year was stated to be due the expansion of the Scheme. The receipts for the year 1952-53, under "A—Administration" amounted to Rs. 7,826/13/1 and comprise of "rent of building", "interest on loans and advances" and "miscellaneous receipts". This amount does not include receipts on account of interest on investments booked under this head. The amount of Rs. 7,826/13/1 should be deducted from the administrative expenses for the purpose of working out two-thirds share to be given as grant by the Government of India.

The whole of the amount of Rs. 7,826/13/1, exhibited as receipts under "A—Administration" if not in respect of the items of expenditure for which the Central Government have agreed to pay a grant to the Corporation. Pending a decision whether expenditure on corresponding items is treated as "Administrative expenses", the receipts amounting to Rs. 7,826/13/1 have been deducted provisionally by the Central Government from the administrative expenses for the year 1952-53, for the purpose of working out the 2/3rds share to be given as grant by the Central Government.

5. Administrative Expenses.

(a) Pending decision of the Central Government, in regard to the items of expenditure which should constitute "Administrative Expenses", the expenditure on the following heads of accounts should be deducted from the total administrative expenditure of Rs. 21,03,223/10/5 for the year 1952-53 :—

1952-53 :—

Rs. A. P.

1. Depreciation on buildings	12,320	0	0
2. Repairs and renewal reserve fund of buildings	13,650	0	0
3. Expenditure on contribution stamps	17,665	1	6
4. Legal charges	128	0	6
5. Expenditure connected with Medical Boards	656	0	0
6. Interest on contributions to ESIC Provident Fund	3,701	0	0
7. Interest on loans from Central Government	73,883	13	0
8. Expenditure connected with Insurance Courts	10,800	12	3
9. Expenditure connected with Regional Boards	231	4	6

1950-51.

10. Interest on loans from the Central Government

43,457 14 0

TOTAL . 1,76,493 13 9

Necessary deductions have been made provisionally by the Central Government from the total administrative expenditure for the year 1952-53, while calculating the grant payable in respect of that year.

(b) A sum of Rs. 322/14/- incurred during 1952-53 on advertisement charges in connection with the inviting of tenders to let out a contract for photographing the insured persons should also be deducted.

(c) The amount of the Government grant to the Corporation for 1952-53 should also be reduced to the extent of the residual value on the 31st March, 1953, of the purchase made upto the year 1952-53, the cost of which was debited to the following heads of account, since the benefit of this expenditure will be enjoyed by the Corporation in subsequent years.

- (i) Cost of furniture and general articles for office use.
- (ii) Cost of typewriters, comptometers, duplicators, calculation machines, etc.
- (iii) Special equipment for records, etc.
- (iv) Cost of cycles.
- (v) Expenditure connected with Adrema equipment for registration.
- (vi) Forms, Stationery and Printing stores.
- (vii) Purchase and maintenance of liveries.
- (viii) Books, periodicals and publications.
- (ix) Expenditure on contribution stamps (actual or estimated amount of the cost of printing charges of the stamps in stock on 31-3-1953 should be deducted).

(d) Residual value of telephones on 31-3-1953 acquired under the "Own Your Phone" scheme under which lump sum payments were made and proportionate share charged to Government should also be deducted.

6. Medical Care.

The formal deed of agreement in regard to the sharing of the cost of the medical care, provided to the insured workers by the State Government, between the Corporation and the U. P. Government has not yet been executed. This should be expedited, as expenditure in connection with the provision of medical facilities to the insured persons is being incurred by the State Government since 24-2-1952.

7. Recovery of contributions from factories and establishments belonging to Government.

Under Section 90 of the Employees' State Insurance Act, contributions are recoverable from the Government factories and establishments falling within the purview of the Act, unless specially exempted by notification in the official Gazette. There are many factories which have to pay contributions or to secure exemptions, as the case may be. The Ministry of Law have decided that notifications regarding the grant of exemption cannot have retrospective effect. The Ministry of Labour have, however, ruled that where exemption is granted, collection of back contributions may be ignored, unless specially stated otherwise. It is, therefore, clear that arrears of contributions payable have accumulated not only against those factories which have

The residual value of the assets purchased upto the year 1952-53 including the amount paid to the Post and Telegraphs Department for Telephones under "Own Your Phone" scheme as on 31-3-1953 will be worked out and Government grant already received be repaid in case it is finally decided by the Central Government that a refund in respect of this should be made by the Corporation.

The form in which a formal deed of agreement should be executed is still under the consideration of the U. P. Government.

The question regarding the recovery of the Employers' Special Contribution from the Government undertakings which have applied for exemption and also the question whether such exemption can take effect, retrospectively and, if not, how the recovery of the arrears can be effected from the exempted factories, have been referred to the Central Government, whose decision is awaited.

not been exempted from the 'payment of contributions, but against those also which have been exempted, upto the date of notifications granting the exemptions. Special efforts are, therefore, needed to collect contributions from these factories, as, otherwise, arrears will go on accumulating and recoveries of contributions in lump for many quarters may be necessary.

8. Benefit payments.—Payments of benefits for permanent disablement, etc.

Under para. 3 of Schedule II of the Employees' State Insurance Act, the full benefit rate should be rounded to the next higher anna, where, however, the disablement or dependants' benefit is payable at percentage of the full rate, the daily rate of such benefit is not to be rounded, as no such further rounding is provided under para. 4 of the above said Schedule. It is, however, observed that these percentage rates were also rounded off to the higher anna. The matter was referred to the Insurance Commissioner and it was decided by him that no such rounding off is permissible. It was also opined by him that it would not be right to reopen past cases and the Corporation has to stick to any decision already taken in such cases. It was also stated by him that he would get the case re-examined and, if necessary, refer it to the Ministry of Law. Since payments are made at the rounded off rates in cases which were decided in the past, it is desirable that an early decision in the matter is reached and communicated to audit.

9. Employers' Special Contributions.

It is noticed that, in a number of cases, the employers have not paid the Employers' Special Contributions although they continue to remain on the list of contributors to the scheme. There are a number of cases in which the contributions have also not been paid within the prescribed time-limit of 30 days. Vigorous action should be taken, including legal action under section 85 (a) of the Act, to recover the arrears from the defaulting employers and they should be asked to pay the contributions hereafter within the time-limit of 30 days.

10. Wage Returns.

It has been noticed that some employers have not either sent the statement of total wages at all or they sent it after the prescribed time-limit of 45 days. Special efforts should be made to obtain the wanting statements and the desirability of the punctual submission of these statements may be impressed upon the employers and in cases of persistent default their attention should be invited to the provisions of Section 85 (e) of the Act, under which the non-submission of these important returns would render them liable to be punished.

The matter has been referred to the Central Government for advice, the receipt of which is still awaited. If payments already made at rounded-off rates are found to be irregular, these will have to be regularised by recovery or sanction of the Standing Committee, after the advice of the Government of India (Ministry of Law) becomes available.

Special and vigorous steps have been, and are being, taken for the recovery of the arrears of contribution, and the employers are constantly being requested to pay off the dues within the time-limit and to send the wage returns, Form SC-2, urgently. The Inspectors are visiting the factories and persuading the defaulting employers to liquidate their obligations in time.

Notices, under Section 73-D of the Act, have also been issued in a number of cases for the realisation of the outstanding contributions. As regards legal action, under Sections 85 (a) and (e) of the Act, it will be called for only in the case of deliberate or persistent defaulters, when all efforts for realising the contributions and getting the wage returns by means of reminders, Inspectors' visits, persuasions and verbal and written advices, including action under section 73-D of the Act fail to achieve the object. Legal action, which is considered as the last resort, will, no doubt, be taken, where considered unavoidable.

11. Financial position of the Provident fund for Noted, please.
the period ending 31-3-1953 is given in Ap-
pendix 'D'.

12. The accounts continued to be well maintained. It is noted, with thanks that the accounts
have been found to have been well main-
tained by the Corporation.

(Sd.) P. N. BHALLA, Examiner.
3-4-54

Outside Audit Department (C), Central Revenues
New Delhi.

(Sd.) V. M. ALBUQUERQUE,
Lieut.-Colonel,

Director General,
Employees' State Insurance Corporation,
New Delhi.

Common Seal

EMPLOYEES' STATE INSURANCE CORPORATION

Seal affixed in my presence.

(Sd.) V. M. ALBUQUERQUE,
Director General

New Delhi-2, the 27th November, 1954.

APPENDIX 'A'

EMPLOYEES' STATE INSURANCE CORPORATION
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31ST MARCH, 1953

INCOME	Head of Account	Amount	Head of Account	EXPENDITURE
		Rs. As. Ps.		Amount
<i>'A' Administration</i>			<i>'A' Administration</i>	
By Grant-in-aid from the Central Government		8,56,313 0 0	To Pay of Officers	3,53,249 3 0
By Interest :—			To Pay of Establishment	5,62,063 9 0
On loans and advances	8 4 0		To Travelling and Conveyance Allowances	70,039 4 0
(i) On Investment	1,146 12 5	1,155 0 5	To Dearness Allowance	3,78,455 13 0
By Rent of Buildings		3,088 14 0	To House Rent Allowance	1,06,746 9 0
By Miscellaneous Receipts		4,729 11 1	To City Compensatory Allowance	46,869 6 0
<i>'B' Benefits.</i>			To Other Allowances	12,347 15 6
By Contributions	1,62,14,320 6 2		To Cost of Furniture and General Articles for office use	40,485 14 0
By Interest on Investment of Cash Balance	54,982 12 0		To Cost of Typewriters, Comptometers, Duplicators, Calculating machines, etc.	34,127 13 9
			To Special Equipment for records	161 0 0
			To Cost of Cycles	3,111 9 0
			To Expenditure connected with Adrena Equipment for registration	16,943 1 0
			To Repairs and maintenance of Furniture and Equipment, etc.	2,125 2 0
			To Depreciation on Buildings	12,320 0 0
			To Repairs and Renewals Reserve Fund of Buildings	13,650 0 0
			To Forms, Stationery and Printing Charges	36,744 15 9
			To Rent, Rates and Taxes	1,00,411 14 6
			To Postage, Telegram and Telephone charges	38,407 3 2
			To Publicity and Advertisement charges	30,106 3 9

INCOME Head of Account	Amount	EXPENDITURE Head of Account	Amount
			Rs. As. Ps.
Common Seal Employees' State Insurance Corporation <i>Seal affixed in my presence.</i> V. M. ALBUQUERQUE, Director General. New Delhi-2, the 27th November, 1954.		To Audit Fees To Purchase and maintenance of liveries To Books, Periodicals and Publications	1,050 0 0 7,930 6 0 2,944 0 9
		To Miscellaneous (Railway freight, hot and cold weather charges and miscellaneous office expenses, etc.)	21,753 13 9
		To Expenditure connected with Insurance Courts	10,800 12 3
		To Expenditure on Contribution Stamps	17,665 1 6
		To Legal Charges	128 0 6
		To Expenditure connected with Medical Boards	656 0 0
		To Expenditure connected with Regional Boards	231 4 6
		To Leave and Pension Contributions	28,975 3 0
		To Contribution to E. S. I. C. Provident Fund (including Rs. 3,701/- for interest on the Fund balances)	75,775 0 0
		To Interest on loans from the Central Government	73,883 13 0
		To Bank charges	2,970 5 6
		<i>B' BENEFITS.</i>	
		To Sickness Benefits	3,50,049 12 0
		To Maternity Benefits	960 2 0
		To Disablement Benefits for Temporary Disablements	95,371 4 0
		To capitalised payment for the Permanent Disablement and Dependents' Benefit Fund	1,52,000 0 0
		To Payment of Corporation's contribution to State Governments	1,45,000 0 0
		To Excess of Income over Expenditure c/o to Balance Sheet	1,42,87,984 15 3
	1,71,34,589 11 8		1,71,34,589 11 8

(Sd.) K. BATABYAL,
Chief Accounts Officer,
Employees' State Insurance Corporation.

APPENDIX 'B'
EMPLOYEES' STATE INSURANCE CORPORATION
BALANCE SHEET AS AT 31ST MARCH, 1953

	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Add Depreciation Fund for Buildings.	11,950 0 0			
As per last balance sheet				
Add Provision made during the year	12,320 0 0	24,270 0 0		
Reserve Fund for Repairs and Renewals of buildings	12,964 12 0			
As per last balance sheet				
Add Provision made during the year				
(Includes Rs. 48-6-9 on account of interest accrued from investment of the Balance).				
Less Expenditure on repairs during the year.	13,698 6 9			
	26,663 2 9			
	325 10 0			
Permanent Disablement and Dependants' Benefit Reserve Fund		26,337 8 9		
(Including Rs. 1,050-13-7 on account of interest accrued from investment of the balance)	1,53,050 13 7			
Less Payments made during the year.	3,280 11 0	1,49,770 2 7	Employment, State Insurance Corporation	
Income and Expenditure Account			Common Seal.	
Excess of Income over Expenditure (As per Income and Expenditure Account)	1,42,87,984 15 3			
Less Balance of Excess of Expenditure over Income as per last balance sheet	17,45,652 6 3	1,25,42,332 9 0		
TOTAL		1,29,92,394 5 4		
			TOTAL	1,29,92,394 5 4

NEW DELHI,

The 2nd April 1954.

Certified that subject to the remarks in the audit report, this Balance Sheet is in my opinion a full and fair Balance sheet containing all necessary particulars and properly drawn up and according to the best of my information and explanations given to me and as shown by the books of the Corporation it exhibits a true and correct view of the State of the Corporation affairs. Information and explanations required have been furnished by the officers of the Corporation and have been found satisfactory except to the extent mentioned in the Audit Report.

(Sd.) P. N. BHALLA, Examiner,
Outside Audit Department(C)

(Sd.) K. BATABYAL, Chief Accounts Officer,
Employees State Insurance Corporation.

APPENDIX 'C'

(Referred to in paragraph 4 of the Audit Report)

Comparative statement of Expenditure under different Heads of Accounts during the years 1951-52 and 1952-53.

		Expenditure during—	
		I-4-51 to 31-3-52	I-4-52 to 31-3-53
1.	Pay of officers	2,81,630	3,53,249
2.	Pay of Establishment	3,68,138	5,62,064
3.	T.A. & Conveyance Allowance	22,269	70,039
4.	Dearness Allowance	2,42,516	3,78,456
5.	House Rent Allowance	59,512	1,06,747
6.	City Compensatory Allowance	24,599	46,869
7.	Other Allowances	9,470	12,348
8.	Cost of furniture & general articles for office use	6,953	40,488
9.	Cost of typewriters comptometers duplicators calculating machine etc.	11,722	34,128
10.	Special equipment for records	5,948	162
11.	Cost of cycles	174	3,112
12.	Expenditure connected with Adrema equipment for registration	52,703	16,943
13.	Expenditure on photographs of workers. . . . .	..	..
14.	Hire of tabulating machines . . . . .	..	..
15.	Repairs and maintenance of furniture, equipment etc.	1,838	2,125
16.	Repairs and Renewals Reserve of buildings	13,650	13,650
17.	Depreciation on buildings	11,950	12,320
18.	Forms, Stationery and Printing charges	20,680	36,745
19.	Rent Rates and Taxes	75,011	1,00,412
20.	Postage telegram and telephone charges	37,774	38,497
21.	Publicity and Advertisement charges	6,722	30,106
22.	Audit fee	540	1,050
23.	Miscellaneous expenditure	21,138	32,628
24.	Expenditure connected with contribution stamps	1,409	17,665
25.	Expenditure connected with Insurance Courts . . . . .	..	10,801
26.	Legal Charges . . . . .	..	128
27.	Expenditure connected with Medical Boards . . . . .	..	656
28.	Expenditure connected with Regional Boards . . . . .	..	231
29.	General Charges	1,17,956	1,81,604
		—	—
		TOTAL	13,95,302
		—	21,03,223
		—	—
30.	Repayment of loans to Central Government . . . . .	..	36,41,548
	Total of 'B'-Benefits	482	7,43,381

APPENDIX 'D'

(Referred to in para 11 of the Audit Report)

Employees' State Insurance Corporation Provident Fund Account. Receipts and Payment account for the period ending 31st March 1953

Receipts	Amount	Payment	Amount
Opening balance	Rs. 88,545*	Amount paid to the employees during the year	Rs. 3,301
Employees' subscription	87,659	Closing balance	2,48,678†
Corporation's Contribution	72,074		
Interest:			
(a) On the employees subscription	2,878		
(b) On the Corporation's contribution	823		
	<u>3,701</u>		
TOTAL	<u>2,51,979</u>	TOTAL	<u>2,51,979</u>

* Out of this, a sum of Rs. 55,930/- remained invested in various securities at the end of previous year, namely, 1951-52.

† Out of this, a sum of Rs. 2,48,621-8-9 remained invested in various securities at the end of March, 1953.

Checked and found correct.

(Sd.) P. N. BHALLA, Examiner
3-4-1954.

(Sd.) K. BATABYAL,
Chief Accounts Officer,
Employees' State Insurance Corporation

Outside Audit Department (C),
Office of the Accountant General,
Central Revenues, New Delhi.

Common Seal
Employees' State Insurance Corporation

Seal affixed in my presence
Director General

New Delhi-2, the 27th November, 1954.

[No. SS. 132(28).]

New Delhi, the 23rd March 1955

S.R.O. 710.—In exercise of the powers conferred by sub-section (1) of section 4 of the Dock Workers (Regulation of Employment) Act, 1948 (IX of 1948), the Central Government hereby directs that the following further amendments shall be made in the Bombay Dock Workers (Regulation of Employment) Scheme, 1951, the same having been previously published as required by the said sub-section, namely:—

Amendments

In clause 36 of the said Scheme—

(i) After sub-clause (2), the following clauses shall be inserted, namely:—

“(2A) Where in a case reported to the Special Officer under sub-clause (2) he is of opinion that the act of indiscipline or misconduct is so serious that the worker should not be allowed to work any longer, the Special Officer may, pending investigation of the matter and the passing of orders thereon under sub-clause (2), by order in writing delivered to the worker, suspend him.

(2B) Where a worker has been suspended by an order under sub-clause (2A), he shall for the period of suspension be paid a subsistence allowance equivalent to the attendance wages provided in clause 24,

and such allowance shall not be recoverable or liable to forfeiture in any case whatsoever:

Provided that where a worker is found not guilty, he shall be entitled to such payments as he would have received under clause 34, the period of suspension being treated as excused attendance for the purpose of that clause:

Provided further that where subsistence allowance has been paid during a particular period, attendance wages under clause 24 shall not be payable in respect of that period."

(ii) In sub-clause (4), for the expression "sub-clauses (1) and (2)", the expression "sub-clauses (1), (2), and (2A)" shall be substituted.

[No. BDS/Am(2).]

[File No. Fac.73(81).]

New Delhi, the 24th March 1955

S.R.O. 711.—In exercise of the powers conferred by sub-sections (2), (3) and (4) of section 26, read with section 24, of the Payment of Wages Act, 1936 (IV of 1936), the Central Government hereby makes the following amendments to the Payment of Wages (Railways) Rules, 1938, the same having been previously published as required by sub-section (5) of the said section, namely:—

In the said Rules—

1. In rule 6, for the word and figure "and 5", the word and figures "5 and 18(3)" shall be substituted.
2. In rule 21, for the word and figures "and 17", the word and figures "17 and 18(3)" shall be substituted.

[No. PWRR/Am.(1).]

[File No. Fac.50(27).]

K. N. NAMBIAR, Under Secy.

New Delhi, the 23rd March 1955

S.R.O. 712.—The Government of Madras, being one of the State Governments specified by the Central Government for the purposes of paragraph 3(1)(c) of the Employees' Provident Funds Scheme, 1952, and having nominated Shri V. Balasundaram, I.A.S., Commissioner of Labour, Madras, to the Board of Trustees constituted under the said Scheme, in the vacancy caused by the resignation of Shri C. G. Reddi, I.A.S., the following amendment is made in the notification of the Government of India in the Ministry of Labour, No. S.R.O. 1861, dated the 31st October, 1952, relating to the constitution of that Board, namely:—

In the said notification, for the entry

"7. Shri C. G. Reddi, I.A.S., Labour Commissioner, Government of Madras, Development Department, Fort St. George, Madras", the entry "7. Shri V. Balasundaram, I.A.S., Commissioner of Labour, Madras" shall be substituted.

[No. P.F.33(5)/55.]

S.R.O. 713.—Whereas it appears to the Central Government that the employer and the majority of employees of the Electrical Storage Company Ltd. situated at 112, Narkeldanga Main Road, Calcutta have agreed that the provisions of the Employees' Provident Funds Act, 1952 (XIX of 1952) should be made applicable to the said factory;

Now, therefore, in exercise of the powers conferred by sub-section (4) of Section 1 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby applies the provisions of the said Act to the said factory.

2. This notification shall be deemed to have come into force on the 1st day of February, 1953.

[No. PF639(1)/54-I.]

S.R.O. 714.—Whereas it appears to the Central Government that the employer and the majority of employees in relation to each of the factories specified in the

Schedule annexed hereto, have agreed that the provisions of the Employees' Provident Funds Act, 1952 (XIX of 1952), should be made applicable to each of the said factories;

Now, therefore, in exercise of the powers conferred by sub-section (4) of Section 1 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby applies the provisions of the said Act to each of the said factories.

2. This notification shall be deemed to have come into force on the 1st day of November, 1952.

THE SCHEDULE

1. Virudhunagar Industrial Works, Virudhunagar.
2. Industrial & Engineering Apparatus Co. Ltd., Andheri.
3. Industrial & Engineering Apparatus Co. Ltd., Bombay-7.
4. Steel Industries of Hindustan Ltd., Bombay-10.
5. Obeetee Ltd., Mirzapur (Uttar Pradesh).

[No. PF539(1)/54-II.]

S.R.O. 715.—Whereas it appears to the Central Government that the employer and the majority of the employees of the Bhima Ice Factory and Flour Mills, Cuttack have agreed that the provisions of the Employees' Provident Funds Act, 1952 (XIX of 1952) should be made applicable to the said factory;

Now, therefore, in exercise of the powers conferred by sub-section (4) of Section 1 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby applies the provisions of the said Act to the said factory.

[No. PF539(1)/54-III.]

S.R.O. 716.—Whereas it appears to the Central Government that the employer and the majority of employees of the Wire Nail Ltd., Bombay-28 have agreed that the provisions of the Employees' Provident Funds Act, 1952 (XIX of 1952), should be made applicable to the said factory;

Now, therefore, in exercise of the powers conferred by sub-section (4) of Section 1 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby applies the provisions of the said Act to the said factory.

2. This notification shall be deemed to have come into force on the 1st day of August, 1953.

[No. PF539(1)/54-IV.]

S.R.O. 717.—Whereas it appears to the Central Government that the employer and the majority of employees in relation to each of the factories specified in the Schedule annexed hereto, have agreed that the provisions of the Employees' Provident Funds Act, 1952 (XIX of 1952), should be made applicable to each of the said factories;

Now, therefore, in exercise of the powers conferred by sub-section (4) of section 1 of the Employees' Provident Funds Act, 1952 (XIX of 1952), the Central Government hereby applies the provisions of the said Act to each of the said factories.

2. This notification shall be deemed to have come into force on the 1st day of January, 1954.

THE SCHEDULE

1. M/S Jumna Thread Mills Ltd., Koratty, Travancore-Cochin.
2. M/S Jumna Thread Mills Ltd., Delhi.
3. M/S Jumna Thread Mills Ltd., Bombay.

[No. PF539(1)/54-V.]

New Delhi, the 25th March 1955

S.R.O. 718.—In pursuance of paragraph 3(1) (b) of the Employees' Provident Funds Scheme, 1952, the Central Government hereby appoints Shri R. S. Krishnan, Deputy Secretary to the Government of India, Ministry of Finance, to be a member of the Board of Trustees constituted under the said Scheme in the vacancy caused by the resignation of Shri P. N. Segal.

2 In the notification of the Government of India in the Ministry of Labour, No. S.R.O. 1861, dated, the 31st October, 1952, for the entry "4. Shri P. N. Segal, Deputy Secretary to the Government of India, Ministry of Finance (Rehabilitation Division), New Delhi", the entry "4. Shri R. S. Krishnan, Deputy Secretary to the Government of India, Ministry of Finance, New Delhi" shall be substituted.

[No. P.F. 33(6)/55.]

TEJA SINGH SAHNI, Under Secy.

New Delhi, the 23rd March 1955

S.R.O. 719.—In exercise of the powers conferred by section 6 of the Mica Mines Labour Welfare Fund Act, 1946 (XXII of 1946), the Central Government hereby directs that the following further amendments shall be made in the Mica Mines Labour Welfare Establishment (Contributory Provident Fund) Rules, 1950, namely:—

In the said Rules—

1. In sub-rule (1) of rule 5 for the words 'Controlling Officer' the words "Accounts Officer through the Controlling Officer" shall be substituted.

2. At the end of the proviso to clause (b) of sub-rule (1) of rule 8 the following words shall be added, namely:—

"In the case of a person already subscribing at a rate higher than 10 per cent. of his pay the amount paid in excess of 6½ per cent. of his pay shall be adjusted against the recovery of his arrears".

3. In the first proviso to sub-rule (2) of rule 10 for the words 'until all arrears of such contribution are paid up in full' the words "and shall not be higher than the rate at which the subscriber himself subscribes to the fund during the period of recovery of arrears of subscription" shall be substituted.

4. Under rule 13, the following explanation shall be added, namely:—

"Explanation—Salary means duty pay and leave salary".

[No. M-21(2)/52.]

New Delhi, the 25th March 1955

S.R.O. 720.—In exercise of the powers conferred by section 83 of the Mines Act, 1952, (XXXV of 1952), the Central Government hereby directs that the following amendments shall be made in the notification of the Government of India in the Ministry of Labour No. S.R.O. 2804, dated the 24th August, 1954, namely:—

In the Schedule annexed to the said notification—

(a) in column 2 of 12 between the words and figures "sections" and "44" the figures "33," may be inserted.

(b) for the words 'and in supersession of the Government of India in the Ministry of Labour No. S.R.O. 1732, dated the 15th September, 1953,' occurring in lines 2 & 3, the following shall be substituted,

"and in supersession of the notification of the Government of India in the Ministry of Labour Nos. S.R.O. 505, dated the 9th March and S.R.O. 1732, dated the 15th September, 1953".

(c) in Appendix I

(i) Under the head "Andhra" to the entries the sub-head "Stone mines" the following entries shall be added, namely:—

Sl. No.	Name of mine	Name of owner	Situation		
			Village	Sub-Division	District
31.	Gunadala . . .	Maridu Rama Kotiah	Vijayavada	Vijayavada Taluk	Krishna
32.	Gunadala . . .	Devinaine Sheshich	Do.	Do.	Do.
33.	Nakalbanda Stone Quarries.	Government of Andhra in the Revenue Dept. (Owners).	New Ibrahimputuam.	Do.	Do.
34.	Nakalbanda Stone Quarries.	K. Narasingha Rao (contractor) (Owners). G. G. Krishnamurthy (Contractor)	Do.	Do.	Do.
35.	Nakalbanda Stone Quarries.	Do. (Owners) K. Subba Rao (Contractor).	Do.	Do.	Do.
36.	Nakalbanda Stone Quarries.	Do. (Owners) V. Alvru. (Contractor).	Do.	Do.	Do.

(ii) Under the head "Bombay" to the entries under the sub-head "stone mines" the following entries may be added, namely:—

Sl. No.	Name of mine	Name of owner	Situation		
			Village	Sub-Division	District
20.	Bagwada . . .	Bagwada Stone Supply Co.	Bagwada	Pardi Taluk	Surat.
21.	Yerwada . . .	Gadiwadar Majdoor Co-operative Society Ltd.	Yerwada	Bundgarden	Poona.
22.	Elephanta . . .	Mangaldas V. Narsl .	Elephanta	Uran	Colaba.

(iii) The following item may be inserted between the heads "Patiala and East Punjab States Union and Saurashtra":—

RAJASTHAN

Lime Stone Mines

Sl. No.	Name of Mine	Name of owner	Situation		
			Village	Sub-Division	Division
1.	Naila . . .	Government of Rajasthan in the Department of Mines and Geology.	Naila	Jaipur	Jaipur.
2.	Maonda . . .	Jai Bharat Lime Industries.	Kala Khokra	Neem-and Bara kathana. Khokra.	Sikar.
3.	Lakheri Cement Works	Associated Cement Co. Ltd.	Lakheri	Ratan Tehsil	Bundi.
4.	Phalodi . . .	Jaipur Charitable Trust.	Phalodi	Swai-Madhopur.	Swai-Madhopur.
5.	Gotan . . .	Gotan Lime Syndicate	Gotan	Merta	Nagour.
6.	Mandla . . .	Keshav Singh Shivji Singh.	Mandla	Sojat	Sojat.

Sl. No.	Name of Mine	Name of owner	Situation		
			Village	Sub-Division	Division
<i>Sand Mines</i>					
1.	Allenpur . . .	Basudeo Prasad Nagermal.	Allenpur . Madhopur	Swal- Jhir . . .	Swal- Madhopur.
2.	Jhir . . .	Damodar Das Khan- delwal.	Jhir . . .	Jaipur .	Jaipur.
<i>Stone Mines</i>					
1.	Satalkhedi . . .	Associated Stone In- dustries (Kotah)	Satalkhedi Ltd.	Chechut .	Kotan.
2.	Suket Paili . . .	Do.	Suket .	Do.	Do.
3.	Telia Khedi . . .	Do.	Telia Khedi .	Do.	Do.
4.	Kumbhkot . . .	Do.	Kumbhkot .	Do.	Do.
5.	Bhanksi . . .	Government of Rajas- than in the Depart- ment of Mines & Geology.	Bhanksi .	Dhansa .	Jaipur.
6.	Lalpir-ki-Dongri . . .	Government of India in the Ministry of Production.	Thapog .	Phulera .	Do.

(iv) Under the head "Saurashtra" to the entry under sub-head "Lime stone Mines" the following entry may be added, namely:—

Sl. No.	Name of mine	Name of owner	Situation		
			Village	Sub-Division	District
2.	Rampura . . .	Dharangadhara Chemical Works Ltd.	Rampura .	Dhoraj .	Madhya Saurashtra.

[MA/83/a Am(1)]

[File No. M-46(8) 54]

P. D. COMMAR, Under Secy.

New Delhi, the 26th March 1955

S.R.O. 721.—In pursuance of section 17 of the Industrial Disputes Act, 1947 (XIV of 1947), the Central Government hereby publishes the following award of the Industrial Tribunal, Delhi, in the Industrial dispute between the Lakshmi Insurance Company, Limited, New Delhi, and their workmen.

AWARD

INDUSTRIAL DISPUTE REFERENCE NO. 26 OF 1955

In the matter of industrial dispute between the management and workmen of the Lakshmi Insurance Company Limited, Delhi.

Vide Government Order No. LR.90(35)/54, dated the 10th of January, 1955, the Central Government has referred this industrial dispute arising between the Lakshmi Insurance Company Limited and its employees Shri Bhola Ram as represented by the Lakshmi Insurance Company Employees Union, for adjudication by me under section 7 and sub-section (2) of section 10 of the Industrial Disputes Act, 1947. The specific matter in dispute is as follows:—

"Whether Shri Bhola Ram is entitled to re-instatement and, if not, to what relief, if any, he is entitled to".

2. The dispute has been compromised today between the management and the workman concerned, the Union also subscribing to this compromise. According to the terms of this compromise the company has agreed to pay Shri Bhola Ram a sum of Rs. 1,224 as his salary for the period of his earned leave amounting to six months in full and final settlement of his claims and Shri Bhola Ram has given

up his claim for reinstatement in the employ of the company. I make this award accordingly. The terms of the same shall be given effect to in a period of fifteen days from the publication of the award in the official gazette. I leave the parties to bear their own costs of the proceedings.

(Sd.) GOBIND RAM BUDHIRAJA,
Addl. Industrial Tribunal, Delhi.
[No. LR-90(35)/54.]
N. C. KUPPUSWAMI, Dy. Secy.

The 28th February, 1955.

**MINISTRY OF IRRIGATION AND POWER
ORDER**

New Delhi, the 28th March 1955

S.R.O. 722.—In exercise of the powers conferred by sub-rule (2) of rule 117 of the Indian Electricity Rules, 1937, the Central Government hereby directs that the provisions of sub-rule (1)(1) of rule 104, shall be relaxed in the case of the use of the two 3.3 K. V., 3 phase A.C. Ward Leonard electrically driven excavating shovels Nos. 107768-69, 22 cubic yards capacity at the Noamundi Iron Ore Mine of Messrs. Tata Iron and Steel Co. Ltd., Jamshedpur, to the extent that the high pressure parts of the driving motors of the said excavating machines may not be stationary while the machines are moving from one place to another and subject to the following conditions, namely:—

- (a) The machines shall be worked with due care so as to avert danger arising out of any electrical defect and the insulation resistance of the high pressure circuit including the machine driving motors shall not be less than 10 megohms, and
- (b) the flexible trailing cables for use with the machines shall be of adequate size and of the type 321C under B.S.S. 1116 of 1943 and be connected to the electrical supply systems and the machines by properly constructed connector box. The flexible cable shall be adequately protected from mechanical damage and shall be examined by competent person at least in each shift and replaced or properly repaired as soon as found damaged or defective.

Provided that the aforesaid relaxation shall be valid only for such time as the said machines are in use at the mine and that due information shall be given to the Central Government through the Electric Inspector of Mines, as soon as any of the machines is taken out of the mine.

[No. EL.II-204(5).]

K. L. SAXENA, Under Secy.

MINISTRY OF INFORMATION AND BROADCASTING

New Delhi, the 22nd March 1955

S.R.O. 723.—In exercise of the powers conferred by rule 10A of the Cinematograph (Censorship) Rules, 1951, the Central Government hereby appoints Sri Krishna Kripalani as a member of the Advisory Panel at Bombay with effect from 19th March, 1955, vice Kumari Nirmala Joshi resigned.

[No. 14/1/55-FC.]

D. KRISHNA AYYAR, Under Secy.